Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:-HONGKONG.

Court of Directors D. Gillies, Esq. ChowTung Shang, Red. Kwan Hol Chuen, Esq. Chan Kit Shan, Esq.

H. Stolterfoht, Esq. Chief Manager, GEO. W. F. PLAYFAIR.

Branches.-London, Yokohama, Shanghai and

BANKERS:-The Commercial Bank of Scotland, Parrs Banking Co., and The Alliance Bank (Ld.) Interest for 12 months Fixed, 5 per Cent.

CURRENT ACCOUNTS Hongkong, 24th May, 1893. THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

CAPITAL CALLED-UP...... 251,003.15.0 **BOARD OF DIRECTORS:**

Wm. Keswick, Esq.—Chairman.: Adolf von André, Esq. | F. D. Sassoon, Esq. Egbert Iveson, Esq. H. D. Stewart, Esq. David McLean, Esq.

HONGKONG COMMITTEE The Hon. J. J. Keswick. | The Hon. C. P. Chater. H. Hoppius, Esq.

Head Office -3, Princes Street, London. Branches-Bombay, Calcutta, Hongkong, and Shanghai. Agencies-Penang, Singapore, and Yokohama.

RATES OF INTEREST, A LLOWED on CURRENT: ACCOUNTS and Fixed Deposits, can be ascertained on application.

CHANTREY INCHBALD, Manager. Hongkong, roth April; 1803.

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL£1,800,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

TNTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Belance.

ON FIXED DEPOSITS :-. For 12 Months..... per cent. JOHN THURBURN, Manager, Hongkong.

Hongkong, 4th February, 1893.

Antimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE. A FTER this date NO FULLY PAID-UP

TRANSFERED on which the Calls on the NEW SHARES standing in the same Name remain Unpaid. By Order,

R. LYALL Secretary. Hongkong, 10th April, 1893.

HONGKONG HOTEL COMPANY, LIMITED.

SUMMER CHARGES JUNE, JULY, AUGUST AND SEPTEMBER,

\$75 PER MONTH for BOARD and LODGING in ROOMS facing Peddar Street or to the Eastward. FURNISHED ROOMS without Board

\$45 Per Month. Apply to Manager and/or Secretary. HONGRONG HOTEL

Hongkong, 19th May, 1803. THOMAS' GRILL ROOMS. (Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STILAK at may hour of the Day, up to II P.M.; or later if motice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash. Scale on application.

Monthly Board for One Person ... \$35,00 ... AMERICAN FROZEN OYSTERS always on kind and served in every Style.

SPECIAL TIPFINS AND DINNERS PORTED

in Excellent Style at short notice." Hon ghong, 3rd May, 1893,

BOARL AND RESIDENCE."

COMPORTABLY FURNISHED DECUN-FURNISHE, D ROOMS, with Board and Table Accommodation?

Apply to Mrs. MATHERN z. Pedders Hill. 1 Hongkong, 28th February, 1893.

NOTICE.

COMFORTABLY FURNISHED OF UM-FURNISHED ROOMS SILD TABLE ACCOMMODATION:

a Apply tolog នៃជាមេពី មួយការមេពី មួយការមេពី 201 22 Come ROLL PRICES. [505 Hoursday 14th July, 1893.

Insurances.

AN ENDOWMENT POLICY FOR £500.

AMONG THE MANY ADVANT-AGES of this form of Assurance, the following may be mentioned:-

(a)-It secures an immediate. Provision for wife and family or other relatives in event of early death. (b)-It provides a Fund for Retirement. (c)-It supplies an excellent Investment for the regular accumulation of

small fixed sums of money,
(d)—The Surrender and loan values are larger than under ordinary Policies. 2. AFTER THE POLICY HAS BEEN THREE YEARS IN FORCEshould the Policy-holder wish to discontinue future payments, he will be entitled to receive on application, a FREE PAID-UP POLICY for a proportionate amount of the Sum Assured, as explained in the Pros-

DODWELL, CARLILL & Co., STANDARD LIVE OFFICE. Hongkong, 7th July, 1803.

THE STANDARD LIFE. ASSURANCE COMPANY.

ANNUAL REPORT, 1893.

THE SIXTY-SEVENTH ANNUAL GENERAL MEETING of the Company was held-at-Edinburgh on TUESDAY, the 11th April, 1893, A. R. C. PITMAN, Esq., W.S., in the Chair.

RESULTS COMMUNICATED IN THE REPORT. AMOUNT PROPOSED FOR ASSURANCE during the year AMOUNT OF ASSURANCE AC-CEPTED during the year 1892 (for which 3,455 Policies were (raued)£ 1,766,842 ANNUAL PREMIUM on new Pollcles during the year 1892 CLAIMS BY DEATH UNDER

POLICIES during the year 1892, inclusive of Bonus Additions...... CLAIMS UNDER ENDOW. MENTS matured the year....... SUBSISTING ASSURANCES at 15th November, 1892.....£22,438,18 1 A OUNT OF POLICIES ISSUED

ANNUAL REVENUE 1,022,610 DODWELL, CARLILL & Co., Hongkong, 20th July, 1893. SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF

NEW ZEALAND. THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on

favourable terms. Current rates, and a guaranteed Bonus equal to that paid by the local Offices. S. J. DAVID & Co.,

Hongkong, 1st November, 189 !.

GENERAL NOTICE. THE ON TAI INSURANCE COMPANY,

(LIMITED.) CAPITAL, TAELS 100,000, · \$833/333-33-7 RESERVE FUND \$318,000.00.

BOARD OF DIRECTORS. LEE SING, Esq. LO YEUR MOON, Esq. LOU TEO SHUM, Esq.

MANAGER .-- HO AMEI. A ARINE RISKS on GOODS, &c., taken VA at CURRENT RATES to all pasts of the

HEAD OFFICE, 8 & o. PRAYA WEST. Hongkong, 17th December, 1881.

Intimations.

AMOY PILOTAGE SERVICE.

NTOTICE is hereby given that a VACANCY exists in the HARBOUR PILOTAGE SERVICE of this Port, and that in accordance with General Regulation IV, an EXAMINA-TION of CANDIDATES will be held by the Board of Appointment in the HARBOUR MAS-TER'S OFFICE on TUESDAY, the 25th July, at

R. TRANNACK Harbour Master,

JAMES W. CARRALL Acting Commissioner of Customs. Customs House, Harbour Master's Office.

Amoy, 17th July, 1893. NOTICE. MARKS of the MAN LOONG (#12)

Manufacturers of "PRESERVED GINGER and other SWEETMEATS, have been registered in this Colony pursuint to Ordinance No. 16 of 1873 Head Office :-- HONAM! CANTON! Hongkong

Office :-- No. 376, QUEEN'S ROAD CENTRAL. LEUNG YU SANG, Managera. Hongkong, 11th May, 1803. P. BLACKHEAD & CO,

SHIP-CHANDLERS, SAILMARERS, .COAL AND PROVISION MER-CHANTS NAVAL CONTRACTORS AND GENERAL COMMISSION

PRAYA CENTRAL HONGKONG, SOLE AGENTS FOR TTARTMANN'S RAHTJEN'S GENUINE

COMPOSITION. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES,

TO A THE PRIVERY RIND OF " SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AGENTS

Intimations.

SATURDAY, JULY 22, 1893.

KELLY & WALSH, LD

IUST LANDED

MILD, MEDIUM OR FULL FLAVOURED IN HALF POUND AND QUARTER POUND

PIONEER BRAND.

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 22nd July, 1893.

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"-A. B. C. Code, TELEPHONE, No. 32.

PROPRIETORS......THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers. THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the cutsiae being under experienced supervision. THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well wontilated, open on to

spacious Verandahs, are lighted by gas and fitted throughout with electric communicators. The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience. A handsomely appointed GRILL ROOM, where chops, steaks, occ., are served at any hour adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied. HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty. R. TUCKER

Hongkong, 12th February, 1802.

LANE, CRAWFORD & CO.

ENTLEMEN'S OUTFITTING AND HOSIERY. SUMMER UNDERWEAR, SHIRTS AND COLLARS. NEW SCARFS AND TIES.

---RAIN COATS AND CHAIR APRONS. UMBRELLAS, LEGGINGS, RUBBER BOOTS. HATS.

TENNIS SHIRTS, TENNIS SCARFS, TENNIS SHOES, TENNIS BATS, TENNIS BALLS, TENNIS NETS. BATHING DRAWERS, BATHING DRESSES, SPONGES, TOWELS, BATH SUNDRIES

ELANE CRANVFORD&COK

Hongkong, 5th July, 1803.

Manager.

LARGE SHIPMENT OF

CROCKERY.

LET SETS, TEA and BREAKFAST SERVICES, DINNER SERVICES, TETE-A-TETE SETS, JUGS, BASINS, HOUSEHOLD REQUISITES,

W. POWELL & CO. Hongkong 19th July, 1803.

EW STOCK ARTISTS' MATERIALS.

New Stock Ladies' Shoes. Tennis Bats, Balls; Nets, &c. Hand-painted Photo Frames." Photo Albums. Photo Screens. New French Novels.

DOOKS OF TRAVELS. New Music, 5 pieces for \$1. Badminton, Shooting, Cricket, Fishing, Tennis, Coursing and Falconry, Hunting and Driving Billiards by Cook. Essays on Naval Defence. Brassey's Naval Annual.

> W. BREWER. UNDER HONGKONG HOTEL, QUEENS ROAD.

Hongkong, rath July, 1893.

्रम् <u>। भ</u>ारति असे स्ट The state of the s TRAL HOTEL. SHANGHAI.

THIS long established SELECT Family Hotel, cituated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with

he latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &-c. The Electric Lighting now partly laid on will be completed during this year, 1803.

An Arristant will attend on Passengers by Mail Steamers. N.B .- TRIBURAYHIC ADDRESS :- "CENTRAL, SHANGHAL".

intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A N.INTERIM. DIVIDEND at the Rate of Two-and-a-Half Dollars Per Cent. (One Dollar and Twenty-five Cents per Share) for the Six Months ending 30th June, 1803, will be PAID to these Persons who are registered an Shareholders in the above Company, or MONDAY, the 31st July 1803.
The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st lost,

both days inclusive. By Order. EDWARD OSBORNE,

Secretary. Hongkong, 18th July, 1803. HONGKONG, CANTON AND MACAO

STEAMBOAT COMPANY, LIVITED. NOTICE TO SHAREHOLDERS.

THE FIFTY-FOURTH "ORDINARY ... HACF-YEARLY MEETING & SHARE HOLDERS in the Company, will be hold at the OFFICE of the COMPANY, No. 18, Bank Buildings. Queen's Road Central, on SATURDAY, the 20th instant, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement-of Account declaring a Dividend, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 29th instant,

By Order of the Board of Directors. T. ARNOLD,

Hongkong, 10th July, 1893. SELAMA TIN MINING COMPANY,

LIMITED. TOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SELAMA TIN MINING COMPANY LIMITED, will be held at the COMPANY'S OFFICE, on MONDAY, the gist day of July, 1893, at Noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 13th July, 1893, will be submitted for Confirmation as Special Resolutions:-

1st.—That the Company be Wound Un Volung tarily under the provisions of the Companies Ordinances 1965 to 1890.

2nd.—That Mr. William Hutton Potts be, and he is hereby appointed Liquidator for the purpose of winding up the Company, and that his remuneration as such Liquidator be the sum of \$1 250, and that Messrs. Orange, C. C. Inchbald, D. Gillies, W. H. Ray and C. P. Chater, or any three of them be, and they are hareby appointed an Advisory Committee to assist the Liquidator by their advice in the winding up of the Company.

Dated Hongkong, 15th July, 1893. By Order,

W. HUTTON POTTS, Secretary.

NOTICE. TURING my temporary absence from the Colony, Mr. WILLIAM PENDER

Telegraph.

will conduct the business of The Honghong R. FRASER-SMITH.

Editor and Proprietor. Hongkong, 7th July, 1803

MACLEAN, who holds my Power of Attorney,

CUSTOMS NOTIFICATION,

No. 51. have handed over Charge of the KOWLOON Mr. H. ELGAR HOBSON, who has been appointed Commissioner of Customs for Kowloon

and District. J. McLEAVY BROWN, 🦙 Commissioner of Chinese Customs. I have Assumed Charge of the KOWLOON CUSTOM HOUSE and STATIONS. H. ELGAR HOBSON,

Commissioner of Customs for Kowloon & District. Custom House, Kowloon, 17th July, 1893.

TO THOSE WHO VALUE THEIR SIGHT.

NOTICE. MR N. LAZARUS

OPHTHALMIC OPTICIAN. By appointment to H. H. THE MARQUIS OF DUFFERIN, EX-VICEROY OF INDIA,

Is now here And, previous to establishing A LOCAL AGENCY

May be consulted for SPECTACLES

HONGKONG HOTEL

for a few days only, The system of Sight-testing (patent 4,354). invented by him is now being universally adopted, and Mr. LAZARUS specially invites the Medical Profession and all interested in OPTICAL SCIENCE to see this Beautiful Test and the latest improvements in

LENSES AND FRAMES. As prescribed by Ophthalmic Surgeons. Hongkong, 12th July, 1803.

AN APPEAL THE SUPERIORESS of the ITALIAN Furnished House at Magazine Gap. CONVENT, CAIME ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that

she will be pleased to receive orders for all kinds of NEEDLE WORK. and Collars renewed on old ones. at one Ladies: and Children's Under-clothing Shelley Street Children's Dresses, and all kinds of Embroidery, No. 10, OLD BAILEY.

are taught by the flicters, Hongkong, 22nd April, 1892.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

",AOMAN" Captain Harris, will be despatched for the above Ports on MONDAY, the 24th instant, at Noon, and not as previously notified.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkoug, 22nd July, 1893. "BEN" LINE OF STEAMERS. FOR NEW YORK, VIA SUEZ CANAL.

HE Steamship

"BENLOMOND," Captain Thomson, will have quick despatch for the above Port.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, 18th July, 1893.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED. FOR SYDNEY AND MELEOURNE. (Calling at MACAO, TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship "CATTERTHUN,"

Captain Shannon, will be despatched for the

above Ports on WEDNESDAY, the 26th instant. at Daylight. This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. Aduly qualified Surgeon is carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkone, 18th July, 1803.

"SHIRE" LINE OF STEAMERS. FOR LONDON, HAMBURG AND ANTWERP. THE Steamship

"PEMBROKESHIRE." Captain Gedye, will be despatched as above on or about the 28th instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Honokono, 15th July, 1803.

"SHELL" LINE OF STEAMERS.

FOR HAVRE AND LONDON, VIA SAIGON. THE Steamship "SPONDILUS,"

Captain -, will be despatched for the above

For Freight or Passage, apply to SHEWAN & Co.

Hongkong, 20th July, 1893.

Ports on or about the 21st August.

Consignees. PACIFIC MAIL STEAMSHIP COMPANY.

NOTIČE. ONSIGNEES of CARGO per Steamship "CITY OF PEKING." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their

immediate delivery of their Goods from along-- Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and

Bills of Lading for countersignature, and to take

J. S. VAN BURKN, Hongkong, 17th July, 1893.

To be Let.

TO LET. WITH IMMEDIATE POSSESSION. SEVEN ROOMED HOUSE at Robinson Road, "PARSEE VILLA," with a Large

Garden attached, Water and Gas laid on. ONE, GODOWN No. 117, Prays East, Bowrington. Apply to

DORABJEE NOWROJEE, Victoria Hotal. Hongkong, 3rd July, 1893. TO LET. THIRD FLOOR IN NO. 6 On

ROOMS in College Chambers.
No. 4. OLD BAILEY STREET.
OFFICES in Victoria Buildings. DAVID SASSOON, SONS & Co. Hongkong, 23rd June, 1803.

THIRD FLOOR in No. 6, Queen's Road,

TO LET, FROM 18T OCTOBER MEET TO 31ST MARCH. O. 2, HILLSIDE, PEAK, for \$45,00 and taxes.

Apply to A. HERBERT RENNIE.

Hongkong, 14th July, 1893.

OFFICES in Praya Central, above Mesers.
Douglas Lapraik & Co.'s Offices.
THE WILDERNESS, in Caine Road. OFFICES, First and Second FLOORS of No. 1791 4. Queen's Road Central, over the Bank of China, Japan and Straits, Limited.

Nos. 11 & 12, COOMBE ROYAL—a Lurge MEW/HOUSES in Eigin Street, Peel Street,

and Staunton Street. And the Street No. 4. RIPON TERRACE-Bonham Road. No. 7, PRAYA CENTRAL, at present occupled by the New Oriental Bank (in Liquidation.)
No. 4, BLUE BUILDINGS.

Gentlemen's Shirts made to order, and Cuffs " FLOORS and GODOWNS in Blue Buildings. GROUND and FIRST FLOORS of No. 5. No. 14. KNUTSFORD TERRACE, Kowloon.

No. 9. CHANCERY LANE. Books for the Children of the Poor Schools, who THE HONGKONG LAND INVESTMENT THE STATE OF THE AGENCY CON LAL.

(493 a. Hanghong, 4th July, 1892.

Intimations.

DISPENSARY. VICTORIA

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT .- Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & Co., LD.,

VICTORIA DISPENSARY.

A. S. WATSON & CO., LD.

ELECT

CHEMISTS BY APPOINTMENT.

REVABLISHED A.D. 1841. MANUFACTURERS OF AERATED WATERS

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers:

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the

manufacture throughout. "BOMBAY SODAS."

We continue to supply large bottles as heretofore, Free of Extra Charge, to those of our Customers who prefer to have them to the ordi-

COAST PORT ORDERS. whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS. Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition. Counterfoil Order Books supplied free on

application. Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention. The following is a List of Waters always kept

ready in Stock :---PURE AERATED WATER SODA WATER LEMONADE POTASH WATER SELTZER WATER LITHIA WATER SARSAPARILLA WATER TONIC WATER

LEMON SQUASH GINGER ALE RASPBERRYADE GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Acrated

A. S. WATSON & Co., LIMITED, ol . The Hongkong Dispensary, Hongkong

HONGKONG, SATURDAY, JULY 22, 1893.

THE PRESS OF HONGKONG.

From the report of last night's very valuable lecture and discussion, published in this issue, it will be seen that a serious charge is levelled against the press of Hongkong—that of being regularly so far behind the times as to be of practically no value-on the authority of Capt. TILLETT, marine superintendent in the Far East for the Canadian Pacific, and president of the Marine Officers' Association, backed up by the members of that body. We were surprised at these statements, and hurt deeply; for we have struggled twelve years to keep ahead of the times, at any costand it has cost us dearly in many cases !but we did feel the satisfaction of a consciousness that we had fairly well succeeded in doing our duty. Judge, then, our disappointment at finding such public insults thrown at us-and all because their authors take only the alleged morning paper as a criterion on inhinently. Overdue chits, gas bills, taxes, which to base indiscriminate abuse of the whole local press, in a matter which is the very life-blood of a newspaper -freshness of news! The Daily Press is " never more up-to-date than 24 hours THE Lick Observatory telescope will shortly lose behind the times," and so the whole local journalistic community is condemned. Alvan Clark & Sons, Cambridgeport, Mass, are And then received they fifty-one, when both The Hongkong Telegraph is published every now in process of construction two huge teleday before 6 p.m., and has been giving the news up to half an hour before, daily for all these years, and still there are people whose heads have withstood the siege and remaid solid against the keenest | photographic telescope, which is being made efforts of enterprise even now! Last for the astronomical observatory of Harvard night's report runs into five columns, and is given complete in this issue; yet probably there will be fossils who will placidly wait until the Daily Press comes out with a mutilated yarn, some day next week I -- and then these good people will ! sleepily murmur that 'the Hongkong' newspapers are not up to date." We having an objective of about twenty-four inches must protest with all our might against sperture, with a local length of eleven feet. The being set down by the ignorant in the the construction of its object glass, which is a same category as the Dreary Pert; Captain compound lens of the form known to photogra-Percent actually had the nerve to mention; phere as a postalt leas,

Times! Not that he is specially to blame more than many others, n referring journalism on earth; similar cases of might think the number a great deal smaller. obstinate adherence to finh are far too common. There is another point in Capt. TILLETT's speech which ought tobe taken

system of weather forecasts by "charging too much for advertising," or by pleading lack of space. Now, though space in the Hongkong Telegraph is valued at-and a jar i samshu, price about six mace (say 80 brings-never less than \$20 a column per day for advertisements, yet we have defended the prisoner, who was remended to always cheerfully given the weather nearly a column in each issue, and never dreamed of being paid a cent. Other papers | police, caugh the steam-launch Kwong Chrung may be mean enough for anything, but that is not our business; and we hereby offer to follow up our wonderful generosity (as no doubt it will seem to those who believed the gallant captain's innuendo) by printing the improved forecasts gratis as soon and as long as they are sent to us, [38] in some such form as he suggested. For, with all his foolish notions about the press, he certainly made a most admirable suggestion as to meteorological notifications, and there is no need for further

TELEGRAMS.

calling on the ratepayers.

argument to show how worthy of support

the idea is. We hope and trust to see the

proposition carried out by those concerned

-not the least valuable point about it

being that of meeting expenses without

SYAM.

LONDON, July 2'st.

Sir Edward Grey, Parliamentary Secretary to the Foreign Office, stated in reply to a question in the House of Commons that the Government was unaware of the precise terms of the ultimatum issued by France to Siam, and that Great Britain was only interested so far as any territorial arrangements or alterations were

LORD DUFFERIN RETURNS TO PARIS The Cabinet has prevailed on Lord Dufferin to return to his post at Pavis forthwith, and has instructed him to amicably exchange views with the French Government.

LOCAL AND GENERAL.

WHEN hope dies hell begins:

CHRIST was crucified by sinners who occupied front sents in the Tabernacle.

THE silk ex steamship Victoria was delivered in New York on the 10th inst., say in 32 days from Hongkong and 21 days from Yokohams.

THE difference of a farthing per lb. in the total trade turnover of sugar in the United Kingdom for a year means no less than £3,000,000.

Old Sonk-That's a finger-bowl, not a gobiet Berlin Blet-Sh-! Don't say a word. The Glub price for beer is five cents a glass und you can use wot kind of a glass you blease!

THE Gymkhana meetings are singularly unfortunate in the matter of weather this season. To-day, again, the race-course is simply a dicary lake of muddy water, and of course the programme of sport fixed for this afternoon has had to be postponed.

THE first steam lifeboat built for the National Lifeboat Institution has been successfully tested on the Mersey. She is propelled by engines acting upon pumping machinery which give motion to the vessel by ejecting from four turbines at the vessel's side the water admitted at the bottom of the hull. This, expelled at the rate of Waters, as such Bottles are never used again by | a ton per second, propels her at the rate of nine

> AT the Magistracy to-day, before Capt, Hastings. Wong Yuk Mau, a 'ricksha coolie, was charged with bringing his vehicle (containing a passenger) down Wyndham Street at a furlous pace yesterday, damaging a chair and a ricksha at the foot of the hill in Oueen's Road. He admitted the off-nce, and was ordered to pay as cents fine, \$1.50 compensation to the owner of the damaged vicksha, and 75 cents for the

Our esteemed morning contemporary states that the jury in the Supreme Court yesterday included eight men instead of seven, the superfluous one being Mr. Meyerink, whose absence seems to have escaped the notice of the lynxeyed D. P. man. Or perhaps the defaulting juryman bribed the Press to put him in thus, in order to produce evidence that he was in Court all the time and was therefore not liable to any purishment. That is the worst of not copying from our report, as Granny did in the Summary Court case yesterday-and so gut the story correctly.

THE world owes a big debt of gratitude to Mr H. P. Meyerink, a member of that talented body known as the Hongkong Special Jurors, for which this colony is so justly celebrated wherever intelligence is recognised and genius is at a premium. He has discovered a new excuse for not answering a summons issued in the name of Victoria, D.G., F.D., etc.—that in this awful weather, with typhoons flying about and gradients steep for all sorts of winds, billets dour are liable to be blown away. This of course can be turned to use on any sort of occasion in which slips of blue paper figure proindignant notes of interrogation as to idle and innocent firtations, -sli these can be "under the influence of the weather." Truly Mr. Meyerink is a public benefactor.

God blessed their union with a son, which its pre-eminence. We read that in the shop of scopic instruments which are soon destined to prove of universal interest. These machines are He built a chapel by the sea, it cost a thousand the enormous 40-inch lens telescore, which is almost completed for the Kenwood Observatory | And then a fine academy for coolles poor and of the University of Chicago, and the Bruce College. The lenses for the Chicago telescope are four inches larger than the lenses in the telescope at the Lick Observatory, and are forty inches in diameter. The other telescope is the outcome of a gift of \$10,000 which Miss C. W. Bruce, of New York, made to the -gatrocomical shootstary at Slaverd College for the construction of a photographic telescope, In sanctimony he retired with pounds twelve instrument differs from other large telescopes in

it in the same breath with the London The devil never throws any bricks at the Five million sterling is the estimated annual preacher whose religio le all in his hoad.

IT is estimated that there are 420,000,000 Chrissented Hongkong journalish, or any then to contrive it that the casual observer

ST. PETER'S SEAMEN'S CHURCH. - The Mission stesm-launch Day Spring will call alongside vessels holsting code pennant C, between 9 and up; he insinuated that the local ournals 10.30 s.m. on Sunday, to conv y men ashore to were capable of obstructing reform in the the II o'clock service, returning about 12 50 p.m.

> DEFECTOR Stanton charged Au Yeung Wing, accountant in a Chinese store at 169 Praya Wet, before the magistrate to-day, with selling cents) esterday without a licence. Mr. Wright the 24th, bill of \$2co.

On the 18th nat. Sergeant Niver, of the water with 98 pastngers on board, whereas her licence only alwed 87; but the skipper, seeing THE writer of the paragraph in to-day's Daily his danger of being run in, popped over the side and painted out be figures "87," substituting "98," He was deleted, however, and brought up in the Police Court to-day before the magistrate, who fined im \$25 or two months for the attempted "for)ery" (if it may be so termed) and \$38 for the by passengers in excess.

An exchange states that the London potato market has become so overstacked that extraordinary, or rather ridiculous, prices have been paid for supplies of the tubers. One let of 35 ions realised, after the payment of incidenta expenses, the sum of 12s 10d, or less than 41d per ton for the grower. In another case a lower d pth was reached, as a consignment of two trucks was disposed of for 7d less than the cost of carriage and commission, and the unfortunate farmer who raised the potatoes was out of pocket to that amount. The humorous aspect of such sales is not likely to strike the seller.

SINCE the Hon. E. R. Bellios has relegated to himself the duty of proposing votes for the erection of Government Houses and other philanthropic works, might we draw that emi ent reformer's eye to the present dilapidated state of the shed on Pedder's Wharf? It is about roofless and affords as much shelter to persons waiting there for the ferry boats as would an ordinary sieve. And besides, a policeman is always stationed on the wharf and the health of these men is a consideration that should have some weight. We think "Bellyjoss " might turn on his elequence and have this vote passed—five or ten dellars would about cover the cost of the necessary repairs.

Wx have received the prospectus and first few sheets of a Standard Dictionary of the English language which is now in course of compilation and publication. Nearly two hundred editors are engaged uron the various departments of the work and it is said that they have been selected from the front ranks of British and American scholarship; each is representative of all that is latest and most approved in his own field of exploration and recearch. It is claimed for the dictionary that when completed it will reflect the whole scholarship of the present age and will contain 280,000 words; 50,000 more than any other dictionary of the language. The publishers are Messrs Funk and Wagnall, of New York, London and Toronto.

THE absence of masts and ably rigging on the vescels of our new navy has made necessary a new arrangement of witches on braid, which will soon be submitted for approval, says the Army and Navy Register. The old time port and starboard watches for the forecastle, the fore. main and mizzentop and the after guard will be abandoned in favor of a division of the crew into four equal paris. The four equal divisions will represent the quarter rections of the ship, with acecial bearing on the guns. Each man will be designated by four numerals; the first to represent his corps, the second at what gun he is stationed and the last two numerals his individual number; thus, 1213 might belong to a marine, supposing his corps is represented by the numeral r, and be stationed at the record division, while his individual number, which would be borne on his hammock and other belongings, would be 13.

THERE is another old lady in sore distress. Over the nom de plume of "Peak Resident" she has written to the Daily Press claiming that as she pays for the Observatory, she ought to have some of it. Old maids as a rule never do know what they want, but this one's taking capacity is great. The wonder is that she has not asked for the earth, the sun and moon—and the man therein. Failing to have the Observatory placed up on Mount Ararat, madem thinks tha the posting of the Meteorological Register at the Tram Station would, in a measure, have a coothing effect on her nerves; for instance, when thunderstorm is signalical she could retire to the seclusion that her bath-room grants; and when a typheon was approaching, why, the lady could come down to the city and put up at the Grand or the Land We Live In. cr some other fashionable hesteliy down West. Anyhow, why doesn' this person indulge in the luxury of a local newsparer? She will find all the meteorological notices that are issued from the Observatory duly chronicled in these columns.

YE MISSIONARY'S TALE.

He was a missionary lad who came from London

His grammer: was extremely bad; his speech not whe nor witty : And as to manners, none he had, to our surprise and pity.

He tried by letter and by talk of all our cash to And never in his saintly walk did he attempt to

Except to tell us he had brought ten coolies unto I—— His wages were three pounds or four per-week until he married.

He chose a miss of o'er two score, whose mission had miscarried And then some fifty pounds or more were to his credit carried.

brought them rounds eleven. The next year saw a daughter done, which netted guineas seven.

kids went to Heaven.

Much more it cost, two times or three, -but O. it was so worthy I

Full many a tennis-ground he trod, as do most reverend teachers : He spent some twenty years and odd upon the heathen creatures

And seven thousand pounds for G-d on church and other features.

- thousand twenty.-Not quite as much as he desired, though noter a farthing lent he. to wealth, not coolies, he aspired, and wealth

he got in pleaty.

loss through the ravagers of sinderpest among the cattle in India.

to the morning paper as if it repre- that in the world. But a large proportion of An engaged girl is never so happy as when she is talking about it to another girl who is not engaged and is not likely to be.

> Old Soak (at the Club)-Say, dear boy, where are the papkins? Berlin Biet-Mein felend, in our club de members use de table-cloth !

BEFORE Capt. Frastings at the Magistracy to-day, a coolie named Wong A Shin was sent to gao for two months, for having used his employer's pays-book and obtained four piculs of rice, valued at \$12.78, from the Man Tal shop, in Possession Street, on the 16th and 20th July He ple ded that he was a poor man and wanted to keep his family from starving; he "intended to repay the money as soon as possible." This excuss only goes down when it is a \$100,000

Press aneut a 'ricksha accident that occurred in Queen's Road yesterday afternoon, should be it is not possible to keep a vessel going ahead ducked in a hore-pond. He gleefully describes how a Skh policeman marched up Wyndham Street pulling the unfortunate coolie by the run straight away from the centre and her risk queue while the latter, "considerably blown and distressed, laboriously pulled the Yicksha" had proved true. It appears that a ten-point an cutrage was being perpetrated could not just manage to steer, full and by, a course that himself. Besides, what right had the constable in a tropical hurricane we see that the danger is it ought to be easy to avoid them. They make to arrest the man at all without first ascertaining if he had not been forced down Wyndham Street by his "fara"? And to make the unfortunate man drag his 'ricksha up Wyndham Street was as unjustes it was unlawful: It was the constable's duty to attend to that after he bad taken the man into custody.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Mr. Fielding Clarke, Chief Justice July 22nd.

THE DEFAULTING SPECIAL TUROR. H. F. Meyerink, who had failed to appear when his name was called for the special jury in the Second Street murder case vesterday, put in an annearance to explain the affidavit which

he filed vesterday afternoon by order of the

been accidentally blown off his desk by th

Court in extenuation. His lordship read the affiliavit, which was the effect that the summons served on Mi Meyerink calling him as a medal furyman had

"typhoon " while he was away, softhat he knew nothing about it. His lordship :-- Mr. Meyerink, are you aware that I have been told guite another story? The builiff of this Court is prepared to swear that when he went to serve you with the summons for your non-attendance, at 10.25 yesterday morning, he saw the first summons then on the date-block in front of you, on your desk, and that you said "Ob, is this Friday?" Is that

Mr. Meyerink: -No. it is not correct! His lordship : -Well, I will direct the bailiff to file an affidavir, and then you will have an opportunity to contradict his story.

THE SECOND STREET MURDER. The hearing of evidence in the Second Street murder case, previously reported, was then

THE STORM-TOSSED JUNOR. Upon the Court reassembling after tiffin. I Meyerink appeared, with Mr. J. G. Wright,

Mr. E. Robinson said—May it please you, my lord, in the matter of Mr. Meyerink I am instructed to make an application. Your lordship is aware of all the circum:tances up to this point. An affidavit has now been filed by Mr. Howell and was served on Mr. Meyerink by one o'clock. Notice was given to Mr. Dracon that this case would be coming on at a quarter past two, and there has not been time-as he did not apprebend the case was coming on so quickly—to file a counter sflidavit, and I would ask your lordship to allow it to stand over till some time on Monday, so that Mr. Meyerink may have proper facilities for making an affidavit in reply

to Mr. Howell's. His Tordship—I don't attach much importance to affidavits, you know. It seems to me to be a little bit doubtful whether Mr. Meyerink has given a candid explanation of his forgetfulness. but that is not the only point. It seems rather to corroborate Mr. Meyerink in the main fact I that he actually forgot to attend, but at the same time I think there has been wary great carelessness on his part. If you wish to file an affidavit will adjourn consideration of the point till

Mr. Robinson (after consultation with Mr. I in a typhoon. Wright)—After what your lordship has said Mr. Meyerink is willing to answer any questions, and leave the matter in your lordship's hands.

His lordship-Very well. Mr. Meyerink, you see what the bailiff says; he says he saw the summons for you to attend lying on your desk when he went to serve the second summons that you were to attend here and show cause why you did not attend as a special furor; and that looks, to say the least of it, as if you were mistaken when you said that the summons had blown off your desk and that was why you did not see it. That leads me to think it was not a very capdid explanation of your forgetfulness, but at the same time I am willing to believe that you did forget and did not want to disobey the summons of the Court to attend as a jurger and that is the sense in which I am inclined to deal with your case. I need not tell you that jurous should be exceedingly careful in attending to summonses, as, if they do not, they fall in their duty and are doing an injustice to the other gentlemen of the jury, who might be called upon to serve in their place. We all know it is a very unpleasant duty to serve on a jury, but it is a public duty cast upon everybody, and I must, as far as I can, see that jurors are not careless about these matters. If I had been satisfied you were not mistaken I would have fined you heavily; as it is I think you were exceedingly careless, and I fine you \$25.

THE MURDER CASE. The Second Street murder case occupied all the rest of the day. At 6.15 p.m the jury, after a long retirement, brought in a unanimous verdict of "guilty.". Prisoner said he preferred hanging to imprison-

 His lordship passed sentence of death, This concluded the Sessions.

"HOW TO MANAGE POUR SHIP IN A TYPHOON."

BY DR. W. DOBERCK, DIRECTOR OF THE HONGKONG OBSERVATORY.

Dr. W. Doberck, director of the Hongkong Observatory, delivered a lecture on "How to manage your ship in a typhoon," at the rooms of the Dritish Mescantile Marine Officers' Acto.

ciation, Praya Central, last night. Captain A. Tillett, president of the Association, occupied the chair and briefly introduced the lecturer, and there was a very good attendance. Dr. Doberck (who illustrated his remarks by frequent reference to diagrams on a black-board) said;---

According to the old eight-point rule, all you had to do when a typhoon approached was to run with the wind on the starboard beam under as much canvas as your ship could corre except when on the path right in front and the centre moves quicker than the vessel. That should have taken you out of the neighbourhood of bad weather, but it did not always do so, and since typhocus have been thoroughly investigated, we know that the wind never blows round the centre is a circle, and that the eightpoint rule, laid down by Redfield, Reld. Thorn, and Piddington, is very far from the trath. I is just as much out as Espy's rul; according to which the wind blows always straight towards the centre. According to the twelve-point rule which we have proved to obtain in typhoons you must still sun on the starboard tack, but you must keep the wind only four points from the stem. A steamer can do so easily enough, but under square sails nearer than six points to the wind. She therefore cannot within two points is much greater than it would be if the old rule etc. Now, the man who could look rule obtains further north, and a sailing vessel quietly on without protest while so brutal in, say for instance, the North Atlantic can then possibly possess more manhoed than the Sikh | will take her straight away from the centre; but nuch greater even if the force of the wind were

Once the bearing of the centre has been ascertained from the direction of the wind you regulae to know in which semi-circle your vessel is situated: if in the right hand semi-circle the wind will veer, i.e. shift with the sun, and in the left-hand semicircle it will back, s.e. shift in the opposite direction. But this rule fails if your vessel is moving with the typhoon and quicker than the centre is moving. Then the rule may be reversed Masters of vessels are therefore advised to heaveto early and observe how the barometer behaves and how the wind changes, but it is so dangerous you into the centre; that this should not be done except when absolutely necessary. You may happen to be right in front of the centre and lose your chance of getting out of its track. Here it is that a knowledge of the paths of past typhoons know at once in which semi-circle your vessel is | S.E. wind, behind the centre. situated. The wind shifts faster the nearer the centre you are, but the direction of the sea does wind bursts again from the opposite quarter, and with purhaps greater violence than before, when the centre is past. Very deceitful lulis occur during the raging of a typhoon, and last sometimes long enough to be mistaken for the central from about the same direction as before.

The right-hand semi-circle is called the dangerous semi-circle, because there you are carried not only in towards the centre, but also towards the path in front of the centre; besides, the force of the wind is greatest in the right-hand semi-ci-cle. Here you must make up your mind at once which of the two courses open to you you will choose either heave-to on the starboard tack, which will allow your ship to come up to the wind and not i be taken aback or run aross the path in front of the centre into the left-hand ser i-circle. The incurvature of the wind is less in front of the centre than anywhere else (except in some exceptional cases, when a typhoon is moving against the monsoon). That belos you to cross the path, and you can run with the wind on the tarboard quarter, three points from the stern. are just as bad, but the incurvature is not so It may, of course, also happen that you choose to | great. run close-hauled on the starboard tack, if that shortens your voyage, and if you have reason to think that the centre will not come down on you

The left-hand semi-circle is called the manageable or the navigable semi-circle. Here you path behind the centre, where the danger is less. and moreover the force of the wind is not so great in the manageable as in the dangerous; semi-circle. In this semi-circle you can run close-hauled with the wind on the starboard tack, but you must heave-to on the port tack, so as not to be taken aback when the wind backs. You cannot run so long in this as in the other serri-circle, or you may not be able to wear your ship, and when you heave-to on the wrong tack. your vessel thrown on her beam ends, when you hollow. may have to cut away the masta to right her. But they may not go clean overboard-they will not do so unless all the shrouds and sopes were cut before the mast went-and a dismastedship is carried round the typhoon, and into the centre in a spiral cource. Many a sailing ship has been lost through being on the wrong tack

All this is on the supposition that you have ample sea-room: so much the more so, as your dead reckaning may be very much out, when navigating a typhoon. Sometimes a master does not know where he is within a hundred miles. It is no unusual thing for vessel caught in a typhoon in the China Ses, where dangerous shouls abound, to carried sixty miles out of her course, before it possible to take sights. Lee-way, strong currents, and uncompensated heeling errors account for that. Heave the lead as often as possible: When rupning to the southward across the

path of a typhoon moving westward, you will most likely be to the eastward of your dead reckoning, from the effect of uncompensated heeling error, but this is not always so. . If the permanent magnetism of your ship has been properly corrected by permanent magnets. cluding a vertical magnet to correct the permanent vertical magnetism, and if the induced horizontal magnetism has been corrected by Airy's soft iron balls, and if the induced vertical magnetism has been corrected by a Flinders' bar, then the heeling error ought to be nearly then the heeling error may be considerable, say one point, which may carry you as much as 40 When on the magnetic equator, where there no vertical force, you should always adjust your permanent magnets. It is better to remove the Plinder's bar, while that is being done, as it may chance to have some little effect as if it I were a short horizontal soft from bar.

When hove to on the proper tack you should, il you are on board a steamer, keep the engines going shead dead slow, and use oil to calm the sea and prevent it from breaking on board. steamer sometimes rides most easily when stem straight on towards the sea,-a position by all means to be avoided by a sailer, which must be kept four points from the wind. A great deal now depends upon how you are laden." Much has been said against overibading, boy as many vessels have been lost for lack of ballast, or from shifting ballast, as from overloading. A beavy roller will be safer than a vessel that keeps very steady from having its centre of gravity high up near the meta-centre sind consequently possessing little stability. | Tought hashes! (45 0 14', 313 0 15') is weed in

If in soundings, and she will not come up otherwise, you must club-haul her. in order to get her head to the wind, but it should be sufficient to pay out a hundred fathoms of chain, or upwards, in order to prevent her from falling off into the trough of the sea. A small sailing vessel may pay out a long rope sistem at the same time. When a typhoon is blowing you cannot set the mixen spanker to get her up, as the sails are usually blown clean out of the bolt-ropes. Storm stay-salls are carried (till they blow away) in order to steady the ship. A sailer usually behaves better than a steamer, as she even under bare poles has enough tackle alon to offer resistance to the wind and keep her bows out of the water. Should the masts go overboard, a sailer, in proper trim, has still a hetter chance than a steamer, when her deck is swept by the ceas, as the hatches may be more easily kept battened down than on board a steamer with its engine-room skylights etc., but the way of battening down hatches leaves much to be desired. It ought to be possible to screw them down, and leave the sea no chance of uncovering them. Any vessel labouring in a mountainous cross sea near the centre of & typhoon is, however, in a most helpless condition. By that time there is nothing further to be done. must therefore be your aim to avoid that contlogency. A vessel with a hurricane deck has a great advantage over those with solid

The most dangerous typhcons have been encountered in the Pacific in a low latitude, say 12 deg., and 130 deg. of 140 deg. longitude. They are so small there and move so slowly that W.N. Westward, and you are surest to the S. Mastward of them. You can see such a typhoon coming on in the shape of an arch, at first perhaps whitish in appearance, but soon developing into a dark and threatening cloud. Its dark appearsnes and the extreme slowness of its motion.in fact it does not appear to move at all -- distinguishes it from an arch squall, which is more: ver often brighter in the centre. If the direction of motion of the clouds in it is seen to be nearly perpendicular to the bearing of the top of the arch, then there is no doubt that it is a typhoen. Even in Hongkong one cometimes. sees a typhoon approach like that.

If after leaving Singarpre bound for Hongto heave to and lose time in a storm which carries I kong. in the S.W. monsoon, you find that the barometer falls more than usually, the S.W. mon con begins to freshen in squally, and you notice a cross swell, a bumpy cea, and other signs of a typhoon, then you ought to share your course to the eastward, so as to sail round becomes so weful. That may enable you to the centre and benefit by the favourable E, or

If after leaving Hongkong bound for a northern rm: you fall in with a typhoon coming through net change so fast as the wind. If the bull's the Bashes Channel and moving N. Westward eye of the typhoon overtakes your vessel, the Into the Formesa Channel, you ought to run to the couthward, and if bound for Yokohama you may afterwards shaps a northern course along the east coast of Formesa, where the Kuro Siwo current occasionally sets fast towards the N.E. Shippare between Feechow and Ninger liable calm, but in such a case the wind bursts again to experience the N.W gales that proceds a typhoon travelling westward and about to stike the coast in that neighbourherd. you do like to extract your vessel to the high confused seas round no:thern Fermosa. you should run into shelter early, and wait there till the barometer rises and the weather

> Between Shanghai and Japan you are liable to fall in with a typhoon travelling in any direction between W.N.W. N. and E.N.E. You are therefore safest to the S. of the centre. but that is in the dangerous semi-circle and the wind is strongest there. Near Japan most typhoons move N. Eastward. They travel quickly and do not give so long warning as_ faither south. They are as a rule not so violent as within the tropics, thrugh sometimes they

Though typhoons are dangerous on the open; sea, they are still more to be leared in open. anchorages and near lee shores, such as in-Formoss, where you must be ready to run to sear at very short notice, as you could not lie thereare carried straighter into the centre, but at | with any chance of riding out a typhoon, except: the same time the wind carries you towards the. In the inner harbour of Takow, When at anchor up against a les shore there is not only danger of being thrown on the shore, but sho danger of going down at your moorings. Then waves running into shoal water are very much: increased in height, the slope along the wavefront gets steeper, and when in the hollow of a wave that may be forty, feet below the crest. there is a chance of having the bottom knecked out of a vessel, except when the ground is soft mud. Waves on the open sea do not exceed you run great isk of being dismasted, or having | thirty feet in height, measured from crest to

> A steamer at anchor should get up steam as soon as it blows a fresh breeze in the squalls, and a sailer should take down the topmasts as soon as it blows a strong breeze. A sheltered anchorage must be selected and when the centre passes very near, the berth may have to be changed to the other shore before the wind shifts to the opposite quarter, but along the China: Coast it does not blow so hard after the centrehas entered the mainland, as it does, before.

A vessel moored by a single and for will swire with the sun in the right-hand a -mi-circle, and against the sun in the left-hand semi-circle. If two anchors are dropped, the an chor on the advancing bow should be let go fir it. Therefore a versel in the right-hand semi-c'ircle should first drop her port and afterward; her starboard anchor, so as to ride with of sen hawre, and a vessel in the left-hand semi-circle should first drop her starboard anchor. But now it is usual to ride to a slugie anchor with a scope as long as possible, -over a hundry d fathoms should be maid out-as the strain on two cables at a great angle is more or less increased, and very irregular owing to the lab suring of the vertel in the high sea. A vecond anthor is paid out in line with the first to year, upon if the first should not hold, and a third and hor is kept ready. A vessel depending upon 4, single anchor, or upon two rachoro dropped at an angle, may go ashore if a link should break. The engines can be kept going ahead dead glow, so as to relieve the anchors, but as this increases the irregularity of insensible. But on the other hand, if the semi- the strain, you had better stand by, co as to start circular deviation arising from induced magnet- the engines whenever nuceessary. Shallow river ism has been corrected by permanent magnets, | bosts pay out cables on either side so as to help the vescel to keep upright, but at the same time. they must have a single anchor paid out aboad miles out of your dead reckoning in a day, to ride to, for no cable at a great sugle could stand the strain caused by a typhoon.

With reference to typhoon harbours in China, beginning with Hainan, we have Backli Bay (19 97', 108 9 39') with shelter against winds between N.N.E. and S., only. It is not a very good harbour, and the natives are not to be trusted. In Southern Hainan we have Yulikan Bay. (18° 12', x00° 33'), an exce dent typhoon harbour in case the centre is to the S. of Hainan, as of en haprens. Goslong Bay (7.8 0 13', 109 0 34') may also be weed. Mania her bour (10 0 171, 109 1 501) can be used when the centre is to the north of Hainan. Hunghom B ay (20 0 17', 110 0 23') is shallow and is not offen used except when no better place is within teach, fini-ling-san (21 6 34, 111 9 47) and Namo harbour (21 35', 112 9 34') are available between Hainan and Hongkong. Newser Hongkong is the excellent; harbour by Saint John's Island (21 0 40', 112 0 42'), which is our amonly med. Vessels of great: draught anchor to the S. of the position given.

case of typhoons crossing the China Sea. It offers no shelter against . W. winds. This is at the mouth of the Canton River. Higher up the cross. river, shies unchor under the Bogue Forts although typhoon centres pass over that spot, but then it does not blow so bar 1 as out at sea, when the centre is inland. Inside the Capsingmoon pass to the W. of Mahwan is shelter against typhoons, but Chingwan Bay (22 0 22', 114 0 61') is one of the best harbours in China. In consequence it is too crowded during a typhoon. To the N W. of Stonecutter's Island (22 0 20, 114 0 8) taunches | the present day, with regard to their knowledge of find shelter. Tylam Bay to the S. of Hongkong Is | the "Law of Storms;" because directly they an excellent harhour. Deep Bay (22 0 1711, know what semi-circle they are in, it is very easy 114 0 16') gives hetter shelter than Kowloon Bay to know how to manœuvre their ships. And (22 0 181, 114 0 13') but some vessels prefer with regard to anchoring on a lec-shore, no the latter as the storm-signals can be seen from sailor in his senses, would dream of remainthere. Mirs Pay (22 0 331, 114 0 27) under ling at anchor on a lee-shore if there is anything Pengchau offers shelter to vessels bound for like an ordinary gale of wind coming on, let Hongkong from a northern port. Between Mirs alone a typhcon; he would get to sea at once, Bay and Swatow there are no very good typhoon | unless his engines were broken down (if on a harbours, but shelter may be found agair st N.E. steamer) or unless he had lost his masts (on a winds. By Namoa Island (13 0 28', 116 0 57') sailer); and if he could not get up his dismasted. It would never do any good. is excellent anchorage. Tougsang harbour anchor he would allo it, and not attempt to (23° 47', 117° 35") is much used, and also Amoy let go a second. Then when hove-to, with harbour. Makung harbour (13 0 32, 119 0 33) regard to the anchors, if a seaman finds in the Percadores is an excellent place. In out which way the wind is coming, he is not Pihquan harbour (27 ° 10', 120 ° 31') there is a going to get a cross in his hawsers. Further, good shelter against N.E. winds for vessels with regard to typhoo harbours and anchorages Stralts (25 0 26', 119 0 44') are very by heart, it is very easy to pick them un out of much used. There are reveral anchorages | the "China Pilot." Then, with regard to running, around Chusan. In Luzon there is an anchorage you advise also that a ship should run when in at the entrance to Manila Bay N. of the left-hand semi-circle, with the wind a little Corregidor Island (14 ° 25', 120 6 33') On on the starboard quarter, but I think with a the S. coast of Mindoro we have Gama Bay little reflection you will find the probability is been an undoubted typhoon, clearly traced. (12 0 13', 121 0 11'.) In the course of the summer of 1884 I. near the centre.

invented a system of meteorological signals wards. They are hoisted only for the informs- so a sailing ship should be particularly closetion of masters of vessels about to leave the hauled. lanterns hoisted six feet apart.

of a typhoon in a longitude more easterly than settled fine if the typhoon moves northward, so far away the centre was or how fast it was that this signal does not by any means imply I travelling, or its direction. bad weather. Steamers bound for northern. western, or southern ports, should lose no time in starting, as they may expect more or less fine weather. Those eastward bound should take care to avoid the typhoon by following the rules laid down. Sailing vessels bound for western or southern ports may leave the har bour, but those eastward bound ought to remain, as they are likely to fall in with calms or contrary breezes after starting, even if the wind should be southerly here at the time. When the black dram is hoisted sailing vessels may apply for tack. special directions from the Observatory, if necessary.

A cone pointing upwards indicates that a typhoon exists in a locality more neathern than the Colony. A red cone indicates a within 300 miles. More or less persistent S.W. may then be expected, and ships leaving the harbour are not at all likely to run any risk from the typhoon. It rarely happens that a typhoon moves S. Westward in these latitudes, and if it happens to do so, it usually soon loses its violence. Sailing vessels bound for the North should start at once, and benefit by the S. breeze. avoid the way round Formoss, where at the

fall in with another typhcon.

black S. cone is hoisted.

weather will quickly improve.

and on H.M.S. Victor Emanuel.

at the foot of the mast for holsting storm signals, world at large with such a great boon, surely beside the time-hall tower. One round is fired there was not a single shipmaster who would whenever a strong gale of wind is expected to | not be wis d to pay five or ten cents for such a blow here. Two rounds when a typhonn is chart on the morning his ship sailed. (Loud expected. Three rounds will be fired, it possible, applause.) whenever the wind is expected to shift suddenly during a typhoon.

Notice boards exhibiting meteorological obserat the Office of the British Mercantile Marine seldom exhibited much before noon, as so many

telegrams are received late every day. Masters of vessels who regularly send their observations to the Observatory may make, whenever they like, special enquiries at the Obser-In answer they are advised how to act with at the Telegraph Company's office do not . see reference to the typhoon, but any information the care. concerning the typhoon itself, is at once exhibited on the notice boards, and does not the siewspapers are a long time after. (form the subject of answers to queries.

The President thought Dr. Doberck deserved most hearly thanks for his lecture. In one or two points, however, there was room for discussion as to what he recommended. To begin with, on the question of heaving-to or running. Dr. Doberck advised that when a captain found his vessel was in the right-hand semi-circle of a typhoon he should run across its track futo the left-hand semi-tircle, as the least dangerous. But then the print was whether there was room and time enough to cross without passing through the cen'te of the typhoon, as there was no telling how far it was away. The only way he could seewas to wait until one could see how the wind was going. He did not see, and 'Dr. Doberck had not told them, how to tell in which semi-circle the ship was, until the wind began to

Dr. Boberck said the only way to tell which somi-circle it was, was by the veering of the wind. The President :- Then if you find yourself in the right-hand semi-circle, do you still advise sunning across into the left? Dr. Doberck !-Yes.

The President !-- Well, I would not

Dr. Doberck :- That is, except you are very near the centre. If you are too near you cannot

The President :-- Well, how are you to know how near or how far you are?

Dr. Doberck :-- You cannot tell. The President :- Then that is why I say would not cross, I would heave-to. I think, with all due deference to you, Dr. Doberck, you have been slightly misinformed as to the amount of intelligence existing among the ship masters of feet draught. The Haltan in the China Sea, if we do not all know them through the same typhoon-perhaps because that in many instances you would run dangerously

Dr. Doberck explained that that was not what which were lately further extended. The day- he advised; Captain Tillett had misunderstood. signals consist of a red and a black drum, ball, In the left-hand semi-circle the wind would blow cone pointing upwards, and cone pointing down- nearly straight into the centre of the typhoon,

barbour. The night-signals consist of two white The President accepted the correction, but maintained his original point, that a vessel A red drum is holsted to indicate the existence | should certainly not under any circumstances whatever attempt to cross in front the Colony, and more than 300 miles away. If the centre. Of course, if there was a certainty It is believed to be within 300 miles, then the of getting across into the "easier" semi-circle black dram is holsted. The weather is nearly in plenty of time, It would be quite different; always fine when the red drum is holsted, and but it was simply impossible to tell how

> Dr. Doberck said the log-books showed many wessels on the wrong tack in typhoons, and that

was why he had tried to explain. The President :-- Yes, but it should not be so, for we all can go back to the rules laid down by Sedgwick in the fifties. Of course the incurving theory has been brought up since, but the principle of the semi-circles was known forty

Dr. Doberck :- It was always acknowledged, and the important thing is to get on the proper

The President maintained that it was impossible, until the wind veered, to know which semi-circle it was, and which tack to go on. There was nothing whatever to show which semi-circle a ship was in until the wind began to typhoon beyond, and a black cone a typhoon shift; and that was fully expounded by Sedgwick. One thing ought to be mentioned; the present winds, at times accompanied by thunderstorms's system of typhoon signals in Hongkong was all wery well, but did not by any means meet the requirements of the shipping interests. It would be wery great benefit to Hongkong and to shipmasters sailing out of the rost to have more 1 beteorological information than they were able to botain at present. For instance, there was ni s resson why there should not be something so as to run through the Formosa Channel, and | pt iblished every morning-if not in the papers if they had not room to put it in or if they wanted height of the typhoon season, they are likely to | tot | much money for advertising it lit could be iss ned in the shape of a small sheet, say the A red cone pointing downwards indicates that siz sof a sheet of notepaper-giving a chart of a typhoon exists in the China Sea more than 300 | the | China Sea from Cape St. James to Shanghai miles away. A black cone indicates that the on a small scale, including of course the islands centre is believed to be within 300 miles Usually of Luzon, etc., with the isobars, showing the And in this room a fair and youthful girl, we experience fresh E. veering to SE, winds in bar mmetrical pressure round about; and also (Whose blus ing honours east a halo round Hongkong. As so many typhoons originate in son to sort of meteorological forecast, and slso on Her stateliness, and beauty which was such the China Sea and travel N. or N.W., the master the chart there might be marked the directions That any man would honour and admire) of a vessel desirous of avoiding bad w-ather, and if possible the forces of winds in different Peclined amidst the sunshine of her home. should await further information, when the locs littles; and also a meteorological forecast, in The prefect, her adopted father, gave tabular form, of what the weather would To her all comfort he could well command; A red ball indicates a tythoon in a longitude pro bably be north and south of Hongkong. And in return she proved most worthy of more westerly than the Colony. A black ball (Applansie.) Of course, much detail was not His just effection, and his every wish indicates that it is within acomi'es. Ships need required; if only shipn asters could see the charts | She studied with a womanly resolve not make any delay in starting. If bound for with the isobars and the directions of winds, that To make the days of age pass cheerfullythe W., and the barometer should happen to fall, would give a good idea ti what to expect. That And close beneath the shadow of her love. which rarely occurs, as typhoons do not move to was wi sat the London papers published every the enstward in these latitudes, they need only mornis g; and the President had often found. "Lub-hwa, I have been thinking of you much, lie to and wait till it rises. If a vessel after from h is own experience when in command of leaving Hongkong experiences an increasing mail i steamers running between England and S.W. gale in the Formosa Channel, then the Austra lia, that it was a great convenience to get centre has recorved You heave-to, and the the lat est paper on sailing, with the chart, giving this it formation as to all the coast right down At night two lanterns indicate had weather in to the Bay of Biscay and even Gibraltar. It the Colony, or at any rate the fact that there is would not be very difficult to get something of a typhoon in the neighbourhood. If hoisted the sam e kind in Hongkong; only one copy of vertically, they indicate that the wind will weer. | the chap it would require the isobars and arrows If holsted horizontally they indicate that it will for the s winds, and a hundred other copies could be taket a by manifolding. They could be posted All these signals are repeated at the flagstaff up in 1 longkong somewhere where shipping of the Godown Company in Kowloon. The people o suld get at them - the Harbour Office and day-signals are repeated a the Harbour Office, the Assa iciation Rooms, for instance; and if a small of large was recluired to cover expenses, The Colony itself is warned of approaching if the Go vernment would not go to the expense typhoons by means of the typhoon gun, placed of providing the community and the shipping

A Member :- The Astock tion would pay for it. (Applause.) The President streed that of course the vations, weather forecasts, storm-warnings and Association would be only too glad to do so information concerning typhoons, are placed at | and its rooms were sin centrally situated that | the Office of the Eastern Extension Telegraph | would not put a man out of his way to go there. Company in Queen's Road, at Pedder's Wharf, Then again he thought the information might be alitile more up todal te. Hone happened to take Officers' Association, at the Harbour Office, at | up the Times, publis hed about 5 a.m., there was the Naval Yard, and at the Kowloon Godowns. all this information t ip to six o'clock the previous The China Coast Melcorological Register is evening. Now, taking a Hongkong paper, published in the me roing of the 2,'st July, the latest information it gave was up to 1'0 s.m. the previous day-practically twenty-four Liours pld.

Dr. Doberck :- That is useless. The President :- Yes, that is what I say ; and vatory, directly, or through telegraph or telephone. | those Witle memoratida on Pedder's Wha wand

Dr./. Doberck :-- But they are posted in tim's

Too President :- But could not the mema; san da be a little more explicit, and give some thing in the way of a monable forecast? Dr. Doberck :- They do give a forecast for

the following twenty-four hours. The President :- Not a forecast?

Dr. Doberck :--Yes, & forecast. The President :-- I have not noticed any fore--cast. What I advocate is going beyond the present notices, and getting something with n tota mateorological information in it. As a matter of fact, there may be some shipmasters here and there who even with such a forecast do not know on which tack to heave-to, but they also quite the minority, and what: I have suggested would be a vast advantage. (Applause.) Capt. E. C. Lawrence ar ned with the Pre

sident that it would be dange rous, to run across in front of a typhoon, but he was once in a ship, the Caroline, which did that in the Bay of Bangal without trouble, in this same typhoon in which the Reinlever was lost.

Kome discussion followed. In which a general opinion in support of the Presi dent was expressed -that it was sisty, but might sometimes be

which he had to follow a typhoon, south of When I was sitting on her knee outside, Padaran, because there were three different seas A robber struck me, and the scar remainsrunning, and the vessel had to keep head on to Im tinted yet beneath this firral seal.

the worst one. Captain Wood menticned his experiences in And his good brother then adopted me, the Kashgar, in lat. 25.41 N. and long, 121.30, when the coentries carried away, and he had to In Long Chet, where I've ever more remained. let the vessel go before the wind with two hawsers out astern as a sea anchor, the wind being on the port quarter, from the eastward. The barometer showed 28 99, and it was a full typhoon. His reason for the stern anchoring | And, with emotion, spoke impressivelywas that the seas had already badly damaged the fore part of the ship. He did the same in the steamer Taisang and the barque Pensham. Some discussion ensued as to the serious danger of fouling the propellor with sea anchors

Capt. Lawrence pointed out that Dr. Toberck's advic: to strike the topmasts on the approach of a typhoon was the very best way to get a ship Mr. Figg (first assistant at the Observatory) stated that there was no doubt the Bokhara would have been safe if she had run.

safe hove-to. Mr. Figg said that several other steamers ran

they could not help it. Several Members:-Was it a typhoon? A Member:-No, it was just a strong gale,

Mr. Figg explained how it was shown to have .Mr. Norwood stated several interesting facts about the recent Somali typhoon, which led to some discussion. Votes of thanks to the lecturer and chairman

concluded the proceedings. UKO AND LUH HWA.

(Continued from yesterday.)

A quiet old home beneath the friendly shade Of ever-swaying follage, the breath Of dulcet breezes moved to cadence sweet, Looked out upon a clear deep stream that kiss'd The yellow steps which mounted to a door Where cobble-stones, worn down by many feet, Led through, across a well-trod rustic yard, Towards a chamber where grim effigies-Strange senile figures of the pagan gods, Sat in prevailing gloom, while burning splints Shed a grave light, emitting balmy fumes Of sandalwood and garoo, which wrought up Inordinate fancies that, awaking, seemed To sanctify the silence of that place.

Upon the right a curtained entrance led Into a smaller room, where frescoed walls, Hung with quaint etchings and with tapestry, Attracted sunbeams thro' the window, where Fantastic outlines, painted on the sheet, Cast motley shadows on the inlaid floor, And upwards on the ceiling where were traced Huge dragons and chameleons, gaping down Upon a marble table where there sat An old man clothed in plain and homely style, Whose long white beard bespoke of life advanced To quiet retirement from the toils of strile. His sallow face, with cheeks long furrowed out, And eyes illumined by the light of age, Seemed all in keeping with his dull attire Which blended well with that sedative nook.

Upon the left a carved and panelled door Gave entrance to a neat apartment, where Three lattice windows, shaded by green trees, Inhaled sweet perfumes of the fruitful land From gentle breezes as they veered and fell To lighter sirs that o'er the waters played, Or sought the shore, and there among the trees Conversed in whispers, or in voices soft, Sang thro' the hours of darkness and repose-Seraphic songs unfitted by this world.

One day the old mar called her, and he said And of your future, which concerns me more Than I have cared to menti in until now. For, as you know, I've watched you faithfully And fondly through the years of infancy, And know full well you do reciprocate My love, thet prompts me early to provide For your welfare, since heaven has bestowed On me the blessing of prosperity, And on you, child, the modesty and grace Which so refines kind Nature's rarest art And thus completes a master-piece of life, That I may now, with all paternal pride, Prove faithful and unselfish at the last By 1-ading you to a straightforward man-Who best will guide you thro' the future years When I shall be laid by among the rest Of my succetors on the Western bills. And with regret, yet pleasure, I have planned Your marriage with my good frien i's only son, On whom I rlace much confidence and faith, Since I have marked his actions carefully And judged his worthiness impartially So not one measure has been left unweighed; And with integrity I now conclude That Uko is a loyal and honest man Who has seen life, but knows its follies now, And as he is most anxious to secure Your hand and heart by early nuptials. I have most favourably considered this, And have consulted all the wisest men, And they who have pursued the omens far Instruct me that the branches of the Earth. And stems of heaven, indicate the chaik As a propitious time for you to wed. So as 'tis now the time of bearded grain In sixteen days the Summer Solstice comes : Then you shall see your lover, and go forth, With my fond blessing-to adorn his home

And Uko married Luh-hwa, and he saw That she was rare in beauty and in mind. And was imbued with loving constancy. But, strange to say, his fair one always wore Upon her brow an artificial flower Which looked uncommon; and her husband asked Repeatedly her reason for the choice Of this adornment worn unlashinably. But she was most syssive, and did keep The secret of her plume religiously. At length, however, she unveiled the truth : And, creeping slyly to her husband's side, She laid her graceful head against his arm, Seeming to nestle there confidingly And fondly as she looked to him and said-"Forgive me, Uko, for I have concealed From you, my bushand, that which might erase My beauty-e'en your love : for now behold It hides a scar and wells my early life ! But confidence is most essential now That we are made, by heaven-man and wife. I am the daughter of a mandarin

Who held high office in the Taotal's Court. In Sung-full fourteen years ago and more. And I was but an infant in those days. Alnd, as my mother died when I was born, A faithful nurse sometimes attended me When my father was engaged officially, The nurse was poor, and she, kind women, kept A la tie shop close to the Northern Gate

Capt. Warwick men ioned an instance in Where she would often take me. And one night My fother died when I was two years old,

And brought me over to a happy home And so I'm called the Prefect anghter now." When Uko heard his wile nazire these facts He for a moment stood in workerment. Then with a cry of joy he drew her near "My loved one ! by the Gods ! this floral Scal Conveys a message from the realms of Fate, Demanding just repentance for the hurt I caused you; for 'twas I who wished you dead. For some strange wizard had predicted this-That we should marry. But your childish face. Impaired by the ill-favoured phase of life In which it seemed apparent you were born, Was no criterion of your beauty now-Nor of your virtue; for indeed that place Was most unwholesome, and the people low. And I, in apprehension of my fate. Defied the just decrees that are fulfilled. · The President said she would also have been For clouds, impending, darkened as they reached The fancled borrors of futurity,

And I determined to remove from earth The settled cause of swiftly gathering shame. And then I bired a villain to remove You from my path of pictured happiness. But now, thank heaven ! It was not performed So Lub-hwa, let us close the book of Past, For this has proved a floral seal of Fate That guards our love through life eternally !"

Hongkong, July, 1893. RESCUED FROM MISERY.

John E. Aubrey, Esq., Setala, N.S.W., kindly furnishes the following testimony :- "In January, 1879, I was master of a provisional school in the western district, and I married a delicate young lady, and was shortly afterwards appointed teacher under the Board of Education. Our first child was born in to regain her usual strength. In May, 1881, she

September, 1880, after which my-wife never seemed was suddenly taken very ill; the family doctor was sent for and was greatly puzzled; he, however, prescribed and the patient partly recovered. About twelve months later she was very much troubled with a painful throbbing movement in the abdomen, especially when lying down, loss of appetite, and what food was taken afforded no nourishment. Another doctor was called in, who sounded and prescribed, but to no purpose. We left the weighbourhood and went to Lithgow Valley, hoping to effect an improvement, but without result. Another doctor did all he could and decided that the case was one of enlargement of the liver, and this proved to be the case, as the side sometimes swelled so large as to provent dressing; so matters progressed and got from bad to worse. Numerous doctors continued to do but little good and that only temporary, but all agreed that the system was generally weak and wanted building up; and the liver would sometimes swell and burst off button after button off her ulster while standing in a store. For the last two years the trouble has been complicated with a most distressing rushing noise in the head, so violent as to render it impossible to lie in bed at night, with violent attacks of windy colic, causing complete prostration, and exceriation of the throat. Eventually, after further suffering, I read of Clementa' Tonic and its wonderful effects, and sent for a bottle. The first dose was too strong for the debilitated stomach. I diluted it with water and gradually increased it as the stomach could bear it. Mrs. Aubrey has now taken three bottles and the effect is most marvellous; the swelling has entirely disappeared, and the waist is reduced by seven inches. The eyesight is renewed and strengthened, the appetite returned, the noise in the head diminished, and, to use my wife's own words, 'Language utterlyfails to describe the relief and benefit she has experienced by the use of only three bottles of Clements' Tonic.' I consider Clements' Tonic the most palatable and effective medicine I have ever AUSTRIAN LLOYD'S STEAM NAVIGAused in either England, India, Africa, or Australia.

"JOHN E, AUBREY." Scorr's Emulsion of Pure Cod Liver Oil with Hi pophosphites is a combination of two most valuable remedies, in a palatable and easily digested form, having great healing and strengthening properties, most valuable in Consumbtion and wasting diseases. Read the following :- "I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil."-D. P. KENNA, L.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.-

Woshan's Advertigements.

HONGKONG VOLUNTEER CORPS. ORPS ORDERS by the Acting Comman-C dant :-

No. 14.-FIELD BATTERY-Officer on duty for the week ending July 20th.-Lieutenant A. CHAPMAN. No. 15.-Drill and Instruction will be carried out as under at HEAD QUARTERS.

MONDAY-FIELD BATTERY-Fortnightly Parade at 5.30 P.M. White uniform with Helmet and Sidearms. THURSDAY—MACHINE GUN COMPANY— Drill from 5.20 to 6.30 P.M. THURSDAY-FIELD BATTERY-9 P.M. Instruction Drill as usual. No uniform.

F. JERRARD, Acting Commandant. Hongkong, 22nd July, 1893.

GOVERNMENT NOTIFICATION,

TNFORMATION has been received from the 1 Military Authorities that ARTILLERY PRACTICE from the Batteries will take place as under, between the hours of 8 A.M. and 5 P.M. erch day.

24th and 25th July .- From Stonecutters' Island in Westerly and South-westerly directions. 26th and 27th July .- From Ly-o-mun in Easterly and South-easterly directions. 28th and 20th July .- From Belchers in

Northerly and North-westerly direc-

All Ships, Junks and other vessels are cautioned to keep clear of the ranges. The inhabitants of the houses near Beichers are warned to keen their glass windows open during the PRACTICE, and all people working in the vicinity of Belcher's Battery are also warned to keep clear of that part which will be indicated by gunners placed on sentry for the

purpose. By Command, G. T. M. O'BRIEN. Colonial Secretary. Colonial Secretary's Office.

Honghong, soth July, 1892.

Untimations.

CARMICHAEL & Co., Ld. RAIN COATS & UMBRELLAS.

TENNIS SHOES, BROWN CANVAS SHOES, SEA BOOTS in all Sizes. W. D. & H. O. WILL'S CAPSTAN, THREE CASTLE, VIRGINIA MIXTURE, TOBACCO AND CIGARETTES. NEGRO.HEAD TOBACCO.

> CARMICHAEL & CO., LTD. 18, Praya Central, Hongkong.

Hongkong, 11th July, 1893.

ORIZA-VELOUTE SOAP 為 P The best and softest soap

SHOW TO BEWARE OF LOUNTERFEITING

L. LEGRAND'S ORIZA PERFUMERY

Inventor of the GENUINE and accredited preparation ORIZA-OIL

11, Place de la Madeleine, Paris TO BE HAD OF ALL TRUSTWORTHY FIRMS

Co-day s Advertisements.

IN THE SUPREME COURT OF HONGKONG.

> IN BANKRUPTCY. No. 6 OF 1893.

IN THE MATTER OF ROBERT LANG. EX PARTE THE DEBTOR.

YOTICE is hereby given that a RECEIV-ING ORDER dated the 20th day of July. 1803, has been made in respect of the Estate of ROBERT LANG, residing at Kowloon Point, and carrying on Business as Tailor and Outfitter at No. 26. Oucen's Road Tentral, upon his own Petition dated the 3rd day of July, 1893 And Notice is hereby further given that WEDNESDAY, the 26th day of July, 1893 at 12 o'clock Noon precisely, has been fixed for the First General Meeting of Creditors to be their HOTEL in Queen's Road, thus enabling

Victoria aforesaid. · No Creditor can vote unless be previously proves his Debt.

At the First General Meeting the Creditors | Married couple (occupying one room) per will be asked to consider whether the Debter shall be adjudged Bankrupt or whether they, the Creditors, will entertain a proposal for a

Composition or Scheme of Arrangement. BRUCE SHEPHERD. Official Receiver.

Land Office, Supreme Court, Hongkong, 21st July, 1893.

FOR KOBE AND YOKOHAMA. THE Steamship

"STRATHLEVEN." Cormack, Commander, will be despatched for the above Ports on or about the and August. For Freight or Passage, apply to

DODWELL CARLILL & Co.,

TION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT. STEAM FOR SINGAPORE, PENANG, COLOMBO,

BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE. (Taking Cargo at through rates to CALCUTTA,

MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS). THE Company's Steamship

Captain F. Rossovich, will be despatched as above on SATURDAY, the 5th August, at Noon. Cargo will not be received on board after 3 P.M. prior to date of sailing. For further information as to Passage and

Preight, apply to C. ZANELLA, Agent. Hongkong, 22nd July, 1893.

Dotices of Firms.

Telegraphic Address "SOBRINOS," Hongkong,

(A.B.C. Code 4th Edition.) AUCTIONEERS, VALUERS &

GENERAL MERCHANTS. No. 17, PRAYA CENTRAL, Under Messrs, Douglas Lapraik & Co.'s Offices.

MESSES. A. E. SKEELS & Co. undertake Sales Privately, or by Auction, of any class of Goods or Property. Prompt Settlements Guaranteed. Immediate Cash advances on Goods for Auction. Cargoes received for Storage, Insurances

Hongkong, 28th April, 1803.

THE MIIKE COAL MINING COMPANY. THE MIIKE COAL IS & BITUMINOUS COAL

of dark reddish colour. For steam purposes It has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Shipe' Owners and Captains, who coal their bunkers direct from the Undersigned :---FRESHNESS of the coal.

UNIFORMITY of quality. FREEDOM from impurities. Supply in any quantity on shortest notice,

Quick despatch. BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA Sole Agents, Levikens, 3th September, 1892;

Potels.

VICTORIA HOTEL. REDUCTION OF RATES.

DATES for BOARD and LODGING. Reduced to 855.00 PER MONTH AND UPWARDS,

according to Room selected. For full particulars apply at the Office, VICTORIA HOTEL

Hongkong, 13th July, 1893. PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet

above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is Now Open and will be run in conjunction with held at the Land Office, Queen's Road Central, them to offer special inducements to Visitors and

SUMMER RATES.

Married couple (occupying one room) per week 45.00 Married couple (occupying one room) per

For full particulars apply to VICTORIA HOTEL

Hongkong, 11th April, 1803. THE WESTERN HOTEL,

QUEENS ROAD WEST.

OLD "BEN" PRESIDES. QUIET AND COMFORTABLE HOME

FOR MEN OF THE MERCANTILE MARINE. [824 | The very best LIQUORS and ACCOMMODA-

They come as Strangers but leave as Friends,

BEN. FRANKLIN TAYLOR. Proprietor. Hongkong, 28th March, 1893.

HAUENSTEIN'S HOTEL. AMOY. THIS First-class FAMILY HOTEL is

situated on the beach at KULANGSOO and has First-class Accommodation for Visitors. An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of he very best quality. Terms Moderate.

R. HELLWIG, Proprietor.

Amoy, 1st September, 1802.

THE SHAMEEN BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' Is now open to receive Visitors.

The Bed-rooms are cool, siry and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East. The Table D'Hôte is supplied with every luxury in season, and the culsine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only. A WELL APPOINTED BILLIARD-ROOM. IOHN C. FOSTER,

Hongkong, 1st September, 1802.

Manager.

TAKARADZUKA HOTEL. ONE HOUR AND A HALF FROM KOBE. via Niehinomiya.

[170 BECELLENT CUISINE AND CELLAR. LOVELY SCENERY AND COOL NIGHTS. THE IRON MINERAL BATHS and I WATERS are highly recommended by

the Medical Faculty for Gout, Rheumatism, Chlorosis, Ecsema and other affections. For terms and particulars, apply to MISS A. HUGHES,

Manageress.

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRA-DORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAIKI COAL ex GODOWN and ex SHIP. R.J. W. BOYD, Superintendent

IVI Kowloon Docks, reports that AKAIKI

COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever

Hongrong, 3rd Pebruary, 1894

Apply to Apply to KING WO CHEONG.

For full particulars as to price, &c., Mo. 32, Prays Central.

The Share Market.

LATEST QUOTATIONS. Hongkong and Shanghai Bank .-- 100 per cent The National Bank of China, Ld.—on £8.10. paid up,—50 per cent. sellers.
The National Bank of China, Ld.—Founders shares, \$130 per share, sollers. The Bank of China, Japan & the Straits, Ld. so cents, dis., sellers. The Bank of China, Japan & the Straits, Ld .-Founders' shares, £20, sellers. Chinese Imperial Lean of 1884 B-2; per cent. premium, sellers, Chinese Imperial Loan of 1884 C-2 per cent. premium, buyers. Chinese Imperial Loan of 1886 E-14 per cent. Union Insurance Society of Canton-\$83 per share, sollers.

share, sellers. North China Insurance. Tis. 110 per share,

Canton Insurance Company, Limited-\$112 per share, sales and sellers. Yangtszo Insurance Association-\$100, sellers. On Tal Insurance Company, Limited-Tla. 150 per share.

Hongkong Fire Insurance Company-\$220 per share, sellers. China Fire Insurance Company-\$83 per share,

Hongkong, Canton, and Macao Steamboat, Co.-\$27 per share, sellers. China and Manila Steam Ship Company-\$25 per share, buyers

Indo-China Steam Navigation Company, Limited -40 per cent. discount, sellers. Douglas Steamship Company-\$35 per share, sales and sellers. The Steam Launch Co., Limited-\$20 per share,

Hongkong and Whampon Dock Company-70 per cent. premium, buyers. Geo. Fenwick & Co., Limited-\$15 per share, sales and buyers.

Hongkong Hotel Company-\$15 per share, sales and buyers. Hongkong Hotel Co.'s Six per-cent. Debentures

The Austin Arms Hotel and Building Company, Limited—\$4 per sharé, sellers. The Shameen Hotel Co., Limited-\$41 per share, sellers. Punjom [Mining Co.-\$4] per share, sales and

The Raub Gold Mining Co., Limited-\$41 per share, rales and sellers. The Balmoral Gold Mining Co., Limited-40 cents, per share, sellers.

-\$85 per share, sellers. The Jelebu Mining and Trading Co., Limited-\$5.45 per share, sales and sellers. London and Pacific Petroleum Co., Ld.-mix.

China Sugar Refining Company, Limited-\$155 per share, old shares, sales and sellers. Luzon Sugar Refining Company, Limited-\$35. July 21, Esmeralda, British str., for Manils.

sales and buyers. Dakin, Cruickshank & Co., Limited—\$2 per Hongkong Dairy Farm. Co., Limited-\$41 per July 22, Singan, British str., for Shanghal. share, buyers.

The Kowloon Land Investment Co., Limited-\$61 per share, sales and buyers. The Hongkong Land Investment Co., Limited-\$50 per share, ex. div., sales and sellers. The West Point Buildings Co., Limited-\$23

per share, sellers. H. G. Brown & Co., Limited-\$8 per share, Hongkong and Kowloon Wharf and Godown

Company-\$40 per share, nominal. Hongkong Rope Manufacturing Company, Limited—\$85 per share, sellers. Hongkong Gas Company-\$105 per share,

Hongkong Ice Company-\$68 per share, sellers. Hongkong and China Bakery Company, Limited -\$65 per share, sellers. The Hongkong Brick and Cement Co., Limited

\$31 per share, sellers. The Green Island Cement Co .- 50 cents, buyers. The Hongkong Electric Light Co., Limited-\$3 per share, sales and buyers. The Hongkong Steam Laundry Co., Limited-

\$25 per share, nominal. Thei Hongkong High-Level Tramway Co., Limited—\$671 per share, sales.

EXCHANGE. ·Bank Bills, at 4 months' sight ... 2/64 Credits at 4 months' sight.....2/64 Documentary Bills, at 4 months' ON PARIS-Bank Bills, on demand3.14 Credits, at 4 months' sight3.23 On India:-

VISITORS AT THE HONGKONG HOTEL.

On SHANGHAI-

Mr. T. Mitchell. Mr. H. S. Cooke. Mr. E. H. Derrick. Mr. F. Monks. Mr. F. E. Shean. Rev. A. Etty. Mr. Jules Slegfried fils. Mrs. Halsy. Mr. L. Spitzel. Mr. H. E. Hobson. Mr. & Mrs. A. O'Keefe. Captain Stabb. Mr. C. Zanella. Mr. N. Lazarus.

VISITORS AND RESIDENTS A2 THE PEAR HOTEL.

Mr. W.H. R. Loxley. Mr. H, W. Bird. Mr. MacLean. Mr. & Mrs. E. J. Main Mr. C. E. Birt. and family. Captain Brotherton. Mr. E. A. Measor. Mr. A. Cumming. Mr. Modhurst. Mr. F. Deacon. Mr. and Mrs. R. Dixon Mr. Mehta. Mr. Mounsey. and family. Mr. Raison. Mr. F. East. Mr. W. Ramsay, Mr. W. E. van Eps. Mr. H. W. Robertson. Mr. S. Forsyth. Mr. A. E. Skeels. Mr. Greene. Mr. Spartow. ... Mr, E. J. Grist. Mr. E. Tomlin. Mr. E. J. Hagen, Mr. Geo. L. Tomlin. Mr. Thos. Howard.

Mr. V. Kofod. MAILS EXPECTED.

THE PRENCH MAIL

The Messageries Maritimes Col's steamer Yarra, with the outward French mail; left Sinhere on the 26th.

THE INDIAN MAIL. The steamer Catherine Apear, from Calcutts, left Singapore on the 18th Instant, and may be expected here on the sard.

THE AMERICAN MAILS. The P. M. S. S. Co.'s steamer China, with malls, &c., from San Francisco and Honolalu, left Yokohama on the 22nd instant, and may be

expected here on the 27th. The O. & O. S. S. Co.'s steamer Belgic, with mails, &c., left San Francisco for this port, vis Yokohama, on the 13th instant.

NORTHERN PACIFIC MAIL. The Northern Hacific Steamship Co.'s steamer Mogul, from Victoria, B.C., left Yokohama on the 22nd instant, and is expected here on the

THE CANADIAN MAIL The Canadian Pacific Railway Co.'s steamer Empress of China left Vancouver for Japan, Shanghal and Hongkong on the 17th instant, and may be expected here about the 6th proximo.

STEAMERS EXPECTED. The Messagerles Maritimes Co.'s steamer

China Traders' Insurance Company-\$52 per Coledonien left Shanghai to-day at 6 p.m., and may be expected here on the 24th instant. The 'Glen' line steamer Glessars, from Lordon, left Singapore on the 18th instant, and is expected here on the 24th.

The Ocean Steamship Co.'s steamer Telamon eft Singapore on the afternoon of the 18th inst. and is expected here on the 24th.

The P. & O. S. N. Co.'s steamer Nisam, from

Bombay, left Singapore on the 10th instant, and may be expected here on the 25th. The D. D. R. steamer Irens, from Hamburg left Singarore on the 20th instant, and is expected here on the 26th.

The Navigazione Generale Italiana steamer Bisagno left Bombay on the 12th instant, and may expected here on the 30th. The P. & O. S. N. Co.'s steamer Formesa left London for this port on the 14th instant.

Shipping.

ARRIVALS.

BENLOMOND, British steamer, 1,757, A. W. S. Thompson, 22nd July,-Amoy 20th July Tea,-Gibb, Livingston & Co.

fundping, Chinese steamer, 567, L. H. Richards, 22nd July,-Canton 22nd July, General.—C. E. & M. Co. CANTON, British steamer, 1,110, T. H. Sellar, 22nd July, -Canton 22nd July, General. -

Jardine, Matheson & Co. AIWAN, British steamer, 1,109, O. Anderson 22nd July,-Bangkok 13th July, and Kohe si-chang 16th, Rice.-Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE. Triumph, German steamer, for Holhow, &c. Mathilde, German steamer, for Touron. Canton, British steamer, for Swatow, &c. Société Française des Charbonnages du Tonkin Namkiang, British steamer, for Amoy. Benlomond, British steamer, for Singapore, &c. Tetartos, German steamer, for Singapore. Nestor, British steamer, for Yokohama. Phra Nang, British steamer, for Singapore, &c. Yung-ping, Chinese steamer, for Tientain.

DEPARTURES. July 22, Tellus, Norwegian str., for Kutchinotsu. A. S. Watson'& Co., Limited-\$11 per share, July 27, Alwins, German str., for Holhow, &c. July 22, Foklen, British cteamer, for Swatow, &c. July 22, Verona, British str., for Nagasaki, &c. July 22, Nanchang, British str., for Swatow.

July 22, Phra Nang, British str., for Singapore and Bangkok. July 22, Nestor, British str., for Vokohama. July 22, Namklang, British str., for Amoy.

PARIENGERS-ARRIVED. Per Taiwan, from Bangkok, &c.-6 Chinese.

DEPARTED. Per Verona, for Nagasaki,-Mrs. Kaia. For putsiaimit hand add at Yokohama.-Messrs, Brewis and Demont. Per Esmeralda, for Manile,-Messrs. R. W. Brown, B. Ullmann, and A. M. Carnelro.

The British steamship Benlowond reports that she left Amoy on the 22nd instant. Had strong south-west winds and squally weather with heavy rains.

Post Office.

A MAIL WILL CLOSE-

For Canton,-Per Powan to-morrow, the 22rd nstant, at o A.M. For Kobe.—Per Benlawers on Monday, the 24th instant, at 11.30 A.M. For Halphong.—Per Hanoi on Monday, the 24th instant, at 11.30 A.M. For Singapore and London,-Per Malacca

on Monday, the 24th instant, at 11.30 A.M. For Singapore and New York.—Per Benismond on Monday, the 24th instant, at II.30 A.M. For Swatow, Amoy & Foochow.—Per Nameda on Monday, the 24th instant, at 11.30 A.M. For Europe, &c .- Per Braunschweig on Mon-

day, the 24th instant, at 2.30 P.M. SHIPPING IN HONGKONG

STEAMERS.

AMIGO, German steamer, 771, T. Bendixen, 16th July,-Saigon 12th July, Rice,-Wieler

AVOCHIE, Brilleh stemmer, 1,056, T. Rowing eath July, Bangkok 30th June, and Kollel-chang 4th July, Rice.—Melchers & Co. BANTAM, Dutch steamer, 1,457, C. J. van de Bergh, 10th July, -Bangkok 13th July, Rick.

-Laute, Wegener & Ca BENGLOE, British steamer, 1,150, J. Sarchet, 14th July,-Salgon 10th July, General,-Wdo

BENLAWERS, British steamer, 1,484, A. Webster, 16th July,-Kobe, and Moji 11th July, Coals and General,-Gibb, Livingston & Co. CAPE COLONNA, British steamer, 1,767, H. J. Alston, 21st July,-Hongay 18th July, Coals. -Jardine, Matheson & Co.

CHUSAN, German steamer, 623, W. Wendt, YAth July,-Haiphong 12th-July, Rice and General .-- A. R. Marty. CITY OF PEKING, AMERICAN STEAMER, 3,120, 24.

R. Searle 17th July,-San Francisco 24th June, and Yokohama 11th July, Mails and General.—P. M. S.-S. Co. CROMARTY, British steamer, 1,854, W. B.

Duncan, 16th July,—Samarang 7th July, Sugar.—Jardine, Matheson & Co. CROWN OF ARRAGON, British steamer, 1,486, J. G. Doward, 17th July,-Zanzibar arst Juney Ceneral.-Gilman & Co. EMPRESS OF JAPAN, British steamer, 1,004, F.

G. Monsaviat, 17th July,-Vancouver 20th -C. P. Rallway Co.

FAME, British steamer, 117, Captain McIssac, -Hongkong Government tender, HAMOI, French steamer, 738, M. R. Montells, 21st July,—Halphong 19th July, General.— A. R. Marty.

HOLSTEIN, German steamer, z,103, J. Brukn, 20th July,—Salgron 16th July, Rice, Paddy, and General.—Wieler & Co. Homoromo, French steamer, 750, C. Hastrom, 8th July,—Haiphong 6th July, Rice,—A. R.

Hurris, British steamer, 1,846, T. Quall, 15th July,—Java 7th July, Sugar,—Butterfield &

HONGKONG-STEAMERS. (Continued.)

IMPERENDENT, Gelman steamer, 1,003. Schlifer. 11th July,-Maritimes 15th June, General. -Wicler & Co. KUTSANG, British str., 1,495, G. H. Bowker, 21st July,—Calcutta and July, Penang toth, and Singapore 15th, Oplum and General.—

Jardine, Matheson & Co. MANDARIN, British steamer, 1,170, C. W. Raison, 13th July, New York 11th May, Port Said oth June, and Singapore 6th July, General.—Gibb, Livingston & Co. MATRILDE, German steamer, 600, P. Moos, 18th

July,—Quinhon 13th July, and Touron 16th, General.—Siemssen & Co. MEMON, British steamer, 826, B. Branch, 14th July,—Sandakan oth July, Timber, Rattans and General.—Butterfield & Swire. NAMOA. British steamer, 863, J. Harris, 20th

July,—Foochow 16th July, Amoy 17th, and Swatow 19th, General.—D. Lapraik & Co. NAMSHAM, Hillish steamer, Bos, J. Blackburne, 15th July,-Singapore 12th July, Timber. Hop Hing Hong.

NANYANO, German steamer, 1,089, F. Schuls, 21st July,-Canton 21st July, General.-Siemssen & Co. PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 10th July, -Bangkok oth July, and Koh-si-chang 13th, Rice and General.-

Yuen Fat Hong. PILOT FISH, British steamer, 161, A. Stopani. -Hongkong and Whampos Dock Co. PROPONTIS, British steamer, 1,387, W. H. Farrand, 14th March,-Saigon oth March, Rice and Paddy.—Arnhold, Karberg & Co. TETARTOS. German steamer, 1,579, W. Breitung,

15th July, -Salgon 11th July, Rice. -Siems-TRIUMPH, German steamer, 674, J. Bruhn, 20th July,-Haiphong 18th July, General -Ed. Schallham & Co. Wuotani German steamer, 1,050, A. Ott, 12th

Vegener & Co. ZATED, British steamer, 675, A. W. R. Cobban 18th July,-Manila '15th, July, General.-Showan & Co.

SAILING VESSELS.

Assyria, British bark, 1,148, H. W. Dunip, 5th July,-Singapore 17th June, Timber.-

Cinnels, Danish bank, 1,158, H. Pederken, 9th June,-New York 20th December, Kerosene Oil -- Order. FUNG SHUY, Hawaiian back, 980, Mahany

20th July,-New York 5th April, Oil,-Shewan & Co. Habitant, British ship, 1,619, W. R. Potter, -14th May New York 24th Dec. Oil-Melchers & C

HENRY FAILING, American ship, 1,879, G Merriman, 15th June,-San Francisco 30th April, Oil,-Master. ICEBERG, American ship, 1,135, Treat, 1st June, -New York 4th January, Kerosene Oll,-

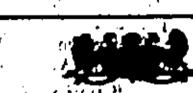
Jardine, Matheson & Co. JOHANN ADOLPH, Gtrman bark, 310, E. Wiese, '26th 'June,-Albany (W.A.), '17th May, Sandalwood -Slemissen & Co. Estret German bark, 048; H. Schutt, 21st July,

"Halphong oth July, Ballast, Captain." NICOVA, British barque, 196, T. North, 25th Juhe,—San Francisco (California), 23rd Adril, General.-Wieler & Co. PARAMITA, American ship, 1,498, Soule, 21st

April; -San Francisco 17th Feb., Flour .-SOMALI, British 4-masted ship, 3,332, D.

Morgan, 17th May,-Singapore 21st March, Ballast.-Order. WM. EE LACHEUR, British back, 573. W. Reynell, 4th July, - Calagua (East Coast of Luzon); 19th June, Timber. - Gibb, Livings-

Auctions.



GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land, by Public Auction, to be held on the spot, on MONDAY.

the 24th day of July, 1893, at 4 P.M., are published for general information. By Command,

G. T. M. OBRIEN Colonial Socretary.

Colonial Secretary's Office.

Hongkong, 8th July, 1893. Particulars and Conditions of the letting by

Public Auction Sale, to be held on Monday, the 44th day of July, 1893, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND at Fuk Tsun Houng, Kowleon, in the Colony of Hongkong, for a term of 75

PARTICULARS OF THE LOT. Boundary Measure-Locality. M. S. | E. | W.

Kowloon Inland Tenn 1 No. 639 Kowloon 18 18 40 40 720 10 144

For Sale.

CHAMPAGNE "PIPER-HEIDSIECK." Ancienne-Maison-Heidsieck

FONDÉE EN 1785. KUMELENAME & Co., SUCCESSEURS, REIMS. Bar per 1 dozen quarts. \$33 per 3 dozen pints, CALDBECK, MACGREGOR & Co., Sole Agents,

Hongkong and China. Hongkong, 3rd July, 1803. THEY LEAD THEM ALL

THE CELEBRATED CALIFORNIA WINES. June, Yokohama 10th July, Kobe 12th, from the well-known Vineyards of Messes. Nagasaki 13th, and Shanghai 15th, General Montant and Van BERGEN, Ban Francisco, end Julian P. Smrin (Olivina) Livermore,

California Guaranteed to be Pure and Unadulterated. Pure BLACKBERRY BRANDY and fresh Commence of BARTLETT SPRING IMINERAL WATER by each Strainer. Prices forwarded on application to

> Commission Marchants. No. 30, Water Street, Yekokama.

Yekekama, 13th August, 1892.

MACONDRAY BROTHERS & LOCKARD

CANADIAN PACIFIC RAILWAY COMPANY'S

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA6,000 ,WEDNESDAY, 6th September.

Call at VICTORIA, B.C., to Land and Embark Passengers. The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-

Conuncatal Route. Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers

to date of re-embarking at Vancouver. SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, July, Karatsu 6th July, Coals.-Lauts, Military, Diplomatic and Civil Services, and to European Officials in the service of China or

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season. EXCURSIONS TO JAPAN .- During the Summer months, Sea Trips can be made from Hongkong to Kobe and back occupying 13 to 14 days only. Return Fare, \$75.

D. E. BROWN, General Agent.

Hongkong, 5th July, 1893. U. S. MAIL LINE.

PACIFIC MAIL STEAM-SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU. PROPOSED SAILING FROM HONGEONG. City of Poking (via) Nagasaki, Kobe, In- Thursday, 27th July. land Sea, Yokohama and Honolulu)......

China (via Nagasaki.) Kobe, Inland Sea and > Tuesday, 8th August. Yokohama) Peru (via Nagazaki,

Kobe, Inland Sea Saturday, 26th August. and Yokohama)

THE U.S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKO-HAMA and HONOLULU, on THURSDAY the 27th July, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England France, and Germany by all trans-Atlantic line of Steamers, and to the principal cities of the United States or Canada. Rates may be

obtained on application. First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAY They can also travel over the CANADIA PACIFIC RAILWAY, on payment of \$10

addition to the regular tariff rate. Particulars of the various routes can "

had on application. Special rates (first class only) are granted Missionaries, members of the Naval, Military Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to

Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco; to Atlantic and Inland Cities | count of to per cent. This allowance does not of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 ? the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo Con-

tined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, Passage, apply to the Agency of the Company

J. S. VAN BUREN, Agent. Hongkong, 19th July, 1894.

SIEN TING, SURGEON DENTIST, No. 10. D'AGUILAR STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1892.

DENTISTRY. FIRST CLASS WORKMANSHIP AMD MODERATE PEES.

WONG TAI-FON Surgeon Dentist. (Formerly articled Apprentice, and latterly assistant to Dr. Romas). HAS REMOVED

THE BANK BUILDINGS, QUEEN'S ROAD. (Opposite Hongkong Hotel). CONSULTATION FREE.

Soundard, 27th July, 180

Mails.

NORTHERN PACIFIC STEAMSHIP AND .RAILROAD COMPANIES. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.) Moguli..... | Tuesday | August 8th. Victoria | Tuesday | August 20 h Tacoma | Thursday | Sept. 29th. Moguliania | Thursday | October 10th Victoria | Thursday | November 9th Tacoma | Tuesday | December 121

THE Steamship

"MOGUL" Captain Golding, sailing at Noon, on TUESDAY, the 8th August, will proceed to VICTORIA, B.C. and TACOMA, was SHANGHAI, INLAND SEA, KOBE and YOKOHAMA

Through Bills of Lading issued to Japan Pacific Coast Points, and to Canadian and United States Points. Consular Involces of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to

the care of the General Agent, Northern Pacific Rallroad Tacoma, Wash. Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to For further information as to Passage or

Freight, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 19th July, 1893.

Intimations. CAPTAIN CH. ROBINSON, > COAL CONTRACTOR

COMPRADORE AND STEVEDORE. CHIPS VISITING MANILA SUPPLIED WITH PROVISIONS, DUNNAGE, &c. WATER and BALLAST BOATS.

. W. KEW & CO.'S STEAM WATER BOATS.

PURE FRESH WATER. THE attention of SHIPOWNERS, AGENTS and . CAPTAINS is called to the Superior Quality of TYTAM FILTERED WATER offered by J. W. KEW & Co., also to the advantages derived from their being able to Supply their Water in one-fourth the time occupied by the old fashloned and obsolete hand pumps, No impeding the loading or discharging of

Quickest despatch with lowest possible rates. J. W. KEW & Co., c/o Carmichael & Co., Id. Hongkong, 13th June, 1893.

K N O R R'S LION BRAND ANTIPYRINE.

(Dose for Adults 15 to 35 grains troy.) TS the most approved and most efficacious remedy in cases of HEADACHE, MI-GRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's

signature "Dr. KNORR" in red letters. "DERMATOL" is the best Vulnetary; its. effect in stimulating the closing up of Wounds, is described as amazing. To be had at every reputed Chemist and

Supplies constantly on hand at the China Export, Import, and Bank Co.-Sole Agents for Beware of spurious imitations. Hongkong, 1st April, 1803. [405.

BEWARE OF COUNTERFEITS OF ORIZA PERFUMES. LEGRAND, Inventor and Sole Proprietor

of the ORIZA PERFUMERY of PARIS. begs to bring to the notice of his numerous customers, that some German Traders have introduced and Sold in China, articles which imitate, by their external appearance only; certain productions of the ORIZA PERFUMERY. There imitations are made by a Vienna Manufacturer named TAUSIG, and have no relation whatever with the genuine ORIZA ESS of L. LEGRAND.

In order to obtain the genuine atticle the public are requested to make sure that each Articlembears the Signature and Trade Mark designed below, together with the black ears of corn on the blue paper wrapper.



LEVY HERMANOS

TEWELLERY. DIAMONDS, CHRONOMETER & CLOCKMAKERS. Sole Agents for PATER PHILIPPE & Co., Geneva. A great variety in Fanc , Goods and Optical Instruments. 10, QUEEN'S ROAD CENTRAL.

Opposite the Telegraphs Office. G. FALCONER & CO., X/ATCH and CHRONOMETER MANU-VV FACTURERS and JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS and BOOKS,

No. 48, Queen's Fload Central: [693 CHS. J. GAUPP & CO., THRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVIER-SMITHS, and. OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Andemars Watchesawarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASS/ES,

MARINE GLASSES and SPYGLASSES. No. 8, Queen's Road Central. HONGKONG TIMBER. YARD, WANCHAI.

REGON PINE SPARS and LUMBER Always on Hand. L MALLORY.

Printed and Published by ROBERT FRASER SMITH, No. 6, Podder's Hill, in the city at Victoria Honeyaug

Mails.

ROYAL MAIL STEAMSHIP LINE.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

EMPRESS OF JAPAN6,000 Tons......WEDNESDAY, 26th July. EMPRESS OF CHINA6,000WEDNESDAY, 16th August.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and

RETURN TICKETS-Time limit for prepaid Return Ticket is reckoned from date of issue

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Scaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Culsine are unexcelled.

For further information as to Passage and Freight, apply to

OCCIDENTAL & ORIEN TAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES. MEXICO. CENTRAL AND SOUTH AMERICA, AND EUROPE;

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU. PROPOSED SAILINGS FROM HONGKONG. Belgic (via Nagasaki, Kobe, Inland Sea and Thursday, 17th Avg.

Oceanic (via Nagasaki, Kobe, Inland Sea, Tuesday, 5th Sept. Yokohama & Hono-

Gastte (via Nagasaki, Kobe. Inland Sea > Tuesday, 26th Sept. and Yokohama)

THE Steamship " BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI. KOBE. INLAND SEA and YOKOHAMA, on THURSDAY, the 17th

August, at I P.M. Connection being made at Yokohama with Steamers from Shanghal. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolule, and phiscripers are allowed to break their

ourney at any point as route. Through Passage Tickets granted to England. France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Missionaries, members of the Naval Military Diplomatic and Civil Services, to European Officials in service of China, and Japan, and to Government officials and their families. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a dis-

Special rates (First-class only) are granted t

apply to through fares for China and Japan to Eurobe. All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day

previous to salling. Consider, Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Offices, saddressed to the Collector of Customs, 774] San Francisco.

For further information as to Freight or

J. S. VAN BUREN, Agent.

Hongkong, 20th July, 1803.

No. 73, Queen's Road Central

TEXE'S SAN TARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OF

ANTISEPTIC PAINT.

NOTICE,

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and large Orders. Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Roginson, Local Government Board,

"It is the best Disinfectant in use," W. G. HUMPHREYS & Co., Bank Buildings, Hangioug, 19th June, 1886.

London, enys

Hongkong, 24th June, 1881.

Manila, 13th March, 1803.

Hongkong, 22nd July, 1893.



No. 3504

SATURDAY, JULY 22, 1893.

SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:-HONGKONG.

Court of Directors:-ChowTung Shang, Eiq. D. Gillies, Esq. Kwan Hof Chuen, Esq. Chan Kit Shan, Esq.

H. Stolterfoht, Esq. Chief Manager, GEO. W. F. PLAYFAIR.

ranches.--London, Yokohama, Shanghai and

BANKERS:-The Commercial Bank of Scotland. Parrs Banking Co., and The Alliance Bank (Ld.) Interest for 12 months Fixed, 5 per Cent.

CURRENT ACCOUNTS Hongkong, 24th May, 1893.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

CAPITAL CALLED-UP...... 251,093-15.0 BOARD OF DIRECTORS: Wm. Keswick, Esq.-Chairman. Adolf von André, Esq. | F. D. Sassoon, Esq. Egbert Iveson, Esq. H. D. Stewart, Esq.

David McLean, Esq. HONGKONG COMMITTEE: The Hon. J. J. Keswick. | The Hon. C. P. Chater. H. Hoppins, Esq.

Head Office -3, Princes Street, London, Beanches-Bombay, Calcutta, Hongkong, and Shanghal. Agencies-Penang, Singapore, and Yokohama.

RATES OF INTEREST. LLOWED on CURRENT ACCOUNTS and Fixed Deposits, can be ascertained

on application. CHANTREY INCHBALD, Manager. Hongkong, 10th April, 1803.

THE MERCANTILE BANK OF

INDIA, LIMITED. AUTHORISED CAPITAL \$1,500,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Dally Balance.

ON FIXED DEPOSITS :-

For 12 Months...... per cent. - it management 9 JOHN THURBURN, Manager, Hongkong.

Hongkong, 4th February, 1893.

Antimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

FTER this date NO FULLY PAID-UP TRANSFERED on which the Calls on the NEW SHARES standing in the same Name remain Unpaid.

By Order, R. LYALL Setzetary. Hongkong, 10th April, 1893. HONGKONG HOTEL COMPANY,

DLIMITED. SUMMER CHARGES.

JUNE, JULY, AUGUST AND SEPTEMBER, \$75 PER MONTH for BOARD and LODGING in ROOMS facing

Peddar Street or to the Eastward. FURNISHED ROOMS without Board \$45' Per Month. Apply to Manager and/or Secretary.

HONGKONG HOTEL Hongkong, 19th May, 18931

THOMAS' GRILL ROOMS. (Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOURE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK. at any hour of the Day, up to 11 PAL; or lathr if notice be given. He is also prepared to: SUPPLY MEALS to PRIVATE PARTIES Der MENU or ORDER-the Parties settling Dishes, &c., for same-and Cash, Scale on

application. -Monthly Board for One Person ... \$35.06 AMERICAN FROZEN OYSTERS alway on hand and served in every Style.

SPECIAL TIFFINS and DINNERS served Excellent Style at short abticent 200 (c) and

W. TYOMAS

Proprietor. Hongkong, 3rd-May, 1893/ BOARD AND RESIDENCE.

OMFORTABLY FURNISHED or UN-FURNISHED ROOMS, with Board and Table Accommisdation.

Apply to Mrs. MATHER,

Hongkong, 28th February, 1803. NOTICE ...

OMFORTABLY FURNISHED OF UN. FURNISHED ROOMS with TABLE ACCOMMODATION.

Insurances.

AN ENDOWMENT POLICY FOR £500.

AMONG THE MANY ADVANT AGES of this form of Assurance, the following may be mentioned:-(a)—It secures an immediate Provision for wife and family or other rela-

tives in event of early death. (b)-It provides a Fund for Retirement. (s)-It supplies an excellent Investment for the regular accumulation of small fixed sums of money. (d)-The Surrender and loan values are

larger than under ordinary Policies. 2. AFTER THE POLICY HAS BEEN THREE YEARS IN FORCEshould the Policy-holder wish to discontinue future payments, he will be entitled to receive on application, a FREE PAID-UP POLICY for a proportionate amount of the Sum Assured, as explained in the Pros-

> DODWELL CARLILL & Co., STANDARD LIFE OFFICE.

Hongkong, 7th July, 1803. THE STANDARD LIFE ASSURANCE COMPANY.

ANNUAL REPORT, 1893. THE SIXTY-SEVENTH ANNUAL

GENERAL MEETING of the Company was held at Edinburgh on TUESDAY, the 11th April, 1893. A. R. C. PITMAN, Esq., W.S., in the Chair. RESULTS COMMUNICATED IN THE REPORT.

AMOUNT PROPOSED FOR ASSURANCE during the year 1892 (3,918 Proposals).....£ 2,295,525 AMOUNT OF ASSURANCE AC-CEPTED during the year 1892 (for which 3,455 Policies were

ANNUAL PREMIUM on new Poll-CLAIMS BY DEATH UNDER POLICIES during the year 1892, CLAIMS UNDER ENDOW-MENTS matured the year SUBSISTING ASSURANCES at

15th November, 1892......£22,438,18 1 A WOUNT OF POLICIES ISSUED during the last five years......£ 7,907,018 DODWELL CARLILL & Co.,

Agents. Hongkong, 20th July, 1893. SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on l favourable terms. Current rates, and a guaranteed Bonus equal to that paid by the local Offices. S. J. DAVID & Co.,

NEW ZEALAND.

Agents. Hongkong, 1st November, 1892. GENERAL NOTICE

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, \$833,333-33-EQUAL TO

RESERVE FUND \$318,000.00. BOARD OF DIRECTORS. LEE SING, Esq. LO YRUK MOON, Esq.

MANAGER.—HO AMEI. ARINE RISKS on GOODS, &c., taken at Current Rates to all parts of the

HEAD OFFICE, B & Q, PRAYA WEST. Hongkong, 17th December, 1884.

Intimations.

AMOY PILOTAGE SERVICE

TOTICE is bereby given that a VACANCY exists in the HARBOUR PILOTAGE SERVICE of this Port, and that in accordance with General Regulation IV, an EXAMINA-TION of CANDIDATES will be held by the Board of Appointment in the HAREGUR MAB-

R. TRANNACK, Harbour Master.

JAMES W. CARRALL,

Acting Commissioner of Customs. Customs House, Harbour Master's Office, Amoy, 17th July, 1893. NOTICE

MARKS of the MAN LOONG (MARKS) EIRM, Manufacturers of PRESERVED GINGER and other SWEETMEATS, have been registered in this Colony pursuant to Ordinance No. 16 of 1873. Head Office !- HONAM, CANTON. Hongkong Office :-- No. 375, QUEEN'S ROAD CENTRAL. LEUNG YU SANG, MADEROIS.

Hongkong, 11th May, 1803. BLACKHEAD & CO., ... (528 BHIP-CHANDLERS, SAILMAKERS) COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. casta to SOLE AGENTS FOR

2, Pedder's Hill. ARTHANN'S RAHTJEN'S GENUINE COMPOSITION. MELHARTHANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES Brc.: OCC.

SHIPS STORES AND REQUISITES ALWAYS IN STOCK

Intimations.

JUST LANDED

MILD, MEDIUM OR FULL FLAVOURED IN HALF POUND AND QUARTER POUND

BRAND. PIONEER

KELLY & WALSH, LIMITED, OUEEN'S ROAD CENTRAL, HONGKONG.

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin "-A. H. C. Code.-TELEPHONE, No. 32.

PROPRIETORS......THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Whari (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers. THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the cultime being under experienced supervision. THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to

spacious Verandahs, are lighted by gas and fitted throughout with electric communicators. 68,156 The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience. A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour

adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied. HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above. NIGHT FORTERS and WATCHMEN are continually on duty.

R. TUCKER Manager.

Hongkong, 12th February, 1802. LANE, CRAWFORD & CO.

MENTLEMEN'S OUTFITTING AND HOSIERY. SUMMER UNDERWEAR, SHIRTS AND COLLARS.

NEW SCARFS AND TIES. RAIN COATS AND CHAIR APRONS.

UMBRELLAS, LEGGINGS, RUBBER BOOTS.

TENNIS SHIRTS, TENNIS SCARFS, TENNIS SHOES, TENNIS BATS, TENNIS BALLS, TENNIS NETS.

BATHING DRAWERS, BATHING DRESSES, SPONGES, TOWELS, BATH SUNDRIES.

EANE CRAWFORD&C°X

Hongkong, 5th July, 1803

LARGE SHIPMENT OF CROCKERY.

DED-ROOM TOILET SETS, TEA AND BREAKFAST SERVICES, DINNER SERVICES,

TETE-A-TETE SEIS, JUGS, BASINS, HOUSEHOLD REQUISITES.

W. POWELL & CO.

BREWER.

NEW STOCK ARTISTS' MATERIALS.

New Stock Ladies' Shoes. Tennis Bats, Balls, Nots, &c. Hand-painted Photo Frames. Photo Albums. Photo Screens. New French Novels.

Hongkong, 19th July, 1803.

1 1) COKS OF TRAVELS.

New Music, 5 pieces for \$1.

Badminton, Shooting, Cricket, Fishing, Tennis,
Coursing and Falconry, Hunting and Driving. Billiards by Cook. Essays on Naval Defence. Brasicy's Naval Annual.

> W. BREWER, UNDER HONGKONG HOTEL, QUEEN'S ROAD.

Hongkong, 12th July, 1893.

SHANGHAI.

HIS long established SELECT Family Hotel, strated on the Bund, ficing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with he latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, Douche, Shower Sprays, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DIVNER PARTIES, &c. The Electric Lighting now partly laid on will be completed during this year, 1892. An Airistant will attend on Passingirs by Hall Steamers.

N.B. TELEGRAPHIC ADDRESS :- "CENTRAL, SHANGHAL"

entimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

AN INTERIM DIVIDEND at the Rate of Two-AND-A-HALF DOLLARS PER CENT. (One Dhliar and Twenty-five Cents per Share) for the Six Months ending toth June, 1893. Will be PAID to these Persons who are registered as Shareholders in the above Company, or MONDAY, the 31st July, 1803.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st just. both days inclusive.

> By Order. EDWARD OSBORNE. . Secretary.

Hangkong, 18th July, 1842. HONGRONG, CANTON' AND 'MACAO STEAMBOAT COMPANY, LIVITED. NOTICE TO SHAREHOLDERS.

FIFTY-FOURTH OF ORDINARY HALF-YEARLY MEETING of SHARE-HOLDERS in the Company, will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings Queen's Road Central, on SATURDAY, the 20th Instant, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Account, declaring a Dividend, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 29th instant,

By Order of the Board of Directors. T. ARNOLD,

Secretary. Hongkong, 10th July, 1894.

SELAMA TIN MINING COMPANY, LIMITED. N TOTICE is hereby given that an EXTRA ORDINARY GENERAL MEETING

of the SELAMA TIN MINING COMPANY LIMITED, will be he'd at the COMPANY'S OFFICE, on MONDAY, the 31st day of July, 1803, at NOON, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 13th July, 1893, will be submitted for Confirmation as Special Resolutions :-

ist.—That the Company be Wound 'Un Voluntarily under the provisions of the Companies Ordinances 1º65 to 1800. and .- That Mr. William Hutton Potts be, and he is hereby appointed Liquidator for the

purpose of winding up the Company, and that his remuneration as such Liquidator; be the sum of \$1 250, and that Mossis. I. Orange, C. C. Inchbald, D. Gillies, W. H. Ray and C. P. Chater, or any three of them be, and they are hereby appointed an Advisory Committee to assist the Liquidator by their advice in the winding up of the Company.

Dated Hongkong, 15th July, 1893. By Order, W. HUTTON POTTS,

Secretary. NOTICE. TURING my temporary absence from the

Colony, Mr. WILLIAM PENDER MACLEAN, who holds my Power of Attorney, will conduct the business of The Hongkong

Telegraph. R. FRASER-SMITH, Editor and Proprietor. Hongkong, 7th July, 1801

CUSTOMS NOTIFICATION, No. 51. have handed over Charge of the KOWLOON CUSTOM HOUSE and STATIONS to Mr. H, ELGAR HOBSON, who has been

J. MCLEAVY BROWN. Commissioner of Chinese Customs, I have Assumed Charge of the KOWLOON CUSTOM HOUSE and STATIONS.

H. ELGAR HOBSON, Commissioner of Customs for Kowloon & District. Custom House,

Kowloon, 17th July, 1893. TO THOSE WHO VALUE THEIR SIGHT.

NOTICE. MR N. LAZARUS, OPHTHALMIC OPTICIAN.

By appointment to H. H. THE MARQUIS OF DUFFERIN, EX-VICEROY OF INDIA,

Is now here And, previous to establishing A LOCAL AGENCY

May be consulted for SPECTACLES

HONGKONG HOTEL

for a few days only. The system of Sight-testing (patent 4,354). invented by him is now being universally adopted, and Mr. LAZARUS specially invites the Medical Profession and all interested in OPTICAL SCIENCE to see this Beautiful Test

and the latest improvements in LENSES AND FRAMES, As prescribed by Ophthalmic Surgeons.

Hongrong, 12th, July, 1803. AN APPEAL THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind

datronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentlemen's Shirts made to order, and Cuffs and Collers renewed on old once.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required. The Superiorets will also be most grateful for MEY PAPER, or old Expriores to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Headwood aand waili 1803

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

".AOMAN" Captain Harris, will be despatched for the above Ports on MONDAY, the 24th instant, at Noon, and not as previously notified. For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 22nd July, 1893.

"BEN" LINE OF STEAMERS. FOR NEW YORK, VIA SUEZ CANAL THE Steamskip

"BENLOMOND." Captain Thomson, will have quick despatch for the above Port. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Hongkong, 18th July, 1803.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. Calling at MACAO. TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "CATTERTHUN," Captain Shannon, will be despatched for the above Ports on WEDNESDAY, the 26th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. Aduly qualified Surgeon is carried. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Hongkong, 18th July, 1803. "SHIRE" LINE OF STEAMERS.

ANTWERP. THE Steamship "PEMBROKESHIRE." Captain Gedye, will be despatched as above on

FOR LONDON, HAMBURG AND

For Freight or Passage, apply to DODWELL, CARLILL & Co., · Agents. Honekone, 15th July, 1804.

or about the 28th instant.

"SHELL" LINE OF STEAMERS. FOR HAVRE AND LONDON, VIA SAIGON. THE Steamship

"SPONDILUS."

Captain ----, will be despatched for the above

For Freight or Passage, apply to SHEWAN & Co.

Consignees.

Ports on or about the 21st August.

Hongkong, 20th July, 1893.

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES of CARGO per Steamship "CITY OF PEKING." The above Steamer having arrived, Consignoss of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from along appointed Commissioner of Customs for Kowloon

> Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and J. S. VAN BUREN,

Hongkong, 17th July, 1893.

To be Net.

TO LET. WITH IMMEDIATE POSSESSION. SEVEN ROOMED HOUSE at Robinson Road, "PARSEE VILLA," with a Large

Garden attached, Water and Gas laid on. ONE GODOWN No. 117, Praya East, Bowrington. Apply to DORABJEE NOWROJEE;

Hongkong, 3rd July. 1893.

Victoria Hotel

TO LET. THIRD FLOOR in No. 6, Queen's Road.
ROOMS in College Chambers.
No. 4, OLD BAILEY STREET. OFFICES in Victoria Buildings.

Hongkong, 23rd June, 1803. TO LET, FROM 1ST OCTOBER MEXT TO 31ST MARCH; 1894.

NO. z, HILLSIDE, PEAK, for \$45.00 and Apply to A. HERBERT RENNIE,

DAVID SASSOON, SONS & Co.

Hongkong, 14th July, 1893.

OFFICES in Praya Central, above Mesers.

Douglas Lapraile & Co.'s Offices. "THE WILDERNESS," in Caine Road. OFFICES, First and Second FLOORS of No. Queen's Road Central, over the Bank of China, Japan and Straits, Limited. Nos. 1114 12, COOMBE ROYAL - Large Furnished House at Magazina Gap.
NEW HOUSES in Eigin Street, Peal Street,

and Staunton Street, No. 4. RIPON TERRACE-Bonham Road. No. 7, PRAYA CENTRAL, at present occupled by the New Oriental Bank (in Liquidation,) No. 4, BLUE BUILDINGS.
FLOORS and GODOWNS in Blue Buildings. GROUND and FIRST FLOORS of No. 5.

Shelley Street NK 10 OLD BAILEY. No. 14 KNUTSFORD TERRACE, Kowloom. No. of Chancery Lane. nis: Apply to . Carrier

THE HONGKONG LAND INVESTMENT & AGENCY Co., LAG, [498 Flonghoog, 4th July, 1892.



VICTORIA DISPENSARY.

AERATED WATERS.

XXYATER.—The Water used is absolutely

STEAM-PLANT,-Of the latest and most powerful type. SUPERVISION.—The whole process

of manufacture is under the continuous supervision of a qualified English Chemist. The PRODUCT,-Will bear comparison

with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & Co., LD.,

VICTORIA DISPENSARY. [38]

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT. ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED

WATERS. UR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best

English makers: The purest ingredients only are used, and the utmost care and cleanliness are exercised in the

"BOMBAY SODAS."

manufacture throughout.

We continue to supply large bottles as heretofore, Free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition. Counterfoll Order Books supplied free on

application. Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

receive prompt attention.

And all signed messages addressed thus wil

. The following is a List of Waters always kept ready in Stock :---PURE AERATED WATER

SODA WATER LEMONADE POTASH WATER SELTZER WATER LITHIA WATER SARSAPARILLA WATER TONIC WATER

LEMON SQUASH GINGER ALE RASPBERRYADE GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Acrated

A. S. WATSON & Co., LIMITED, The Hongkong Dispensary, Hongkons

HONGKONG, SATURDAY, JULY 22, 1893.

THE PRESS OF HONGKONG.

From the report of last night's very valuable lecture and discussion, published in this issue, it will be seen that a serious charge is levelled against the press of Hongkong—that of being regularly so far behind the times as to be of practically no value—on the authority of Capt. TILLETT, marine superintendent in the Far East for the Canadian Pacific, and president of the Marine Officers' Association, backed up by the members of that body. We were surprised at these statements, and hurt deeply; for we have struggled twelve years to keep ahead of the times, at any costand it has cost us dearly in many cases !but we did feel the satisfaction of a consciousness that we had fairly well succeeded in doing our duty. Judge. then, our disappointment at finding such public insults thrown at us-and all whole local press, in a matter which is the very life-blood of a newspaper -ireshness of news! The Daily Press is "never more up-to-date than 24 hours behind the times," and so the whole local The Hongkong Telegraph is published every day before 6 p.m., and has been kiving the news up to half an hour before, daily for all these years, and still there are people whose heads have withstood the efforts of enterprise even now! Last night's report runs into five columns. probably there will be fossils who will placidly wait until the Daily Press comes out with a mutilated yarn, some day next week (-and then these good people will must protest with all our might against being set down by the ignorant in the

same category as the Drivry Pett; Captain

TILLETT actually had the nerve to mention

Times! Not that he is specially to blame more than many others, in referring i to the morning paper as if it reprejournalism on earth; similar cases of might think the number a great deal smaller. obstinate adherence to fetish are far too common. There is another point in Capt.

TILLETT's speech which ought to be taken up; he insinuated that the local journals were capable of obstructing reform in the system of weather forecasts by "charging too much for advertising," or by pleading lack of space. Now, though space in the Hongkong, Telegraph is valued at-and brings-never less than 820 a column per day for advertisements, yet we have always cheerfully, given the weather nearly a column in each issue, and never dreamed of being paid a cent. Other papers | police, caught the steam-launch Kwong Cheung may be mean enough for anything, but with 98 passengers on board, whereas her that is not our business; and we hereby licence only allowed 87; but the skipper, seeing offer to follow up our wonderful generosity (as no doubt it will seem to those who believed the gallant captain's innuendo) by printing the improved forecasts gratis as soon and as long as they are sent to us, in some such form as he suggested. For, with all his foolish notions about the press, he certainly made a most admirable suggestion as to meteorological notifications, and there is no need for further paid for supplies of the tubers. One lot of 35 argument to show how worthy of support the idea is. We hope and trust to see the proposition carried out by those concerned

TELEGRAMS.

-not the least valuable point about it

being that of meeting expenses without

calling on the ratepayers.

STAM.

LONDON, July 21st. Sir Edward Grey, Parliamentary Secretary to the Foreign Office, stated in reply to a question in the House of Commons that the Government was unaware of the precise terms of the offinstum issued by France to Siam, and that Great Britain was only interested so far as any territorial arrangements or alterations were

LORD DUFFERIN RETURNS TO PARIS The Cablnet has prevailed on Lord Dufferin to return to his port at Paris forthwith, and has instructed him to amicably exchange views with the French Government.

LOCAL AND GENERAL.

WHEN hope dies hell begins.

'CHRIST was crucified by sinners who occupied front seats in the Tabernacle

THE silk ex steamship Victoria was delivered in New York on the 10th inst., say in 32 days from Hongkong and 21 days from Yokohama.

THE difference of a farthing per lh. in the total trade turnover of sugar in the United Kingdom for a year means no less than £3,000,000.

Old Sonk-That's a finger-bowl, not a goblet! Berlin Blet-Sh-I Don't say a word. The Glub price for beer is five cents's glass and you can use wot kind of a glass you blease !

THE Gymkhana meetings are singularly unfortunate in the matter of weather this season. To-day, again, the race-course is simply a dreary lake of muddy water, and of course the programme of sport fixed for this afternoon has had to be postponed.

THE first steam lifeboat built for the National Lifeboat Institution has been successfully tested on the Mersey. She is propelled by engines acting upon pumping machinery which give motion to the vessel by ejecting from four turbines at the vessel's side the water admitted at the bottom of the hull. This, expelled at the rate of Waters, as such Bottles are never used again by | a ton per second, propels her at the rate of nine

> Ar the Magistracy to-day, before Capt, Hastings Wong Yak Man, a 'ricksha coolle, was charged with bringing his vehicle (containing a passerger) down Wyndham Street at a furious pace yesterday, damaging a chair and a bicksha at the foot of the hill, in Queen's Road. He admitted the off-nce, and was ordered to pay or cents fine. \$1.50 compensation to the owner of the damaged Ticksha, and 75 cents for the

> Our esteemed morning contemporary state that the jury in the Supreme Court yesterday included eight men instead of seven, the superfluous one being Mr. Meyerink, whose absence seems to have escaped the notice, of the lynxeyed D. P. man. Or perhaps the defaulting juryman bribed the Press to put him in thus in order to produce evidence that he was i Court all the time and was therefore not liable to any purishment. That is the worst of not copying from our report as Granny did in the Summary Court case yesterday-and so got the story correctly.

THE world owes a big debt of aratitude to Mr H. F. Meyerink, a member of that talented body known as the Hongkong Special Jutors, for And as to manners, none he had, to our surprise which this colony is so justly celebrated wherever intelligence is recognised and genius is at a premium. He has discovered a new excuse for not answering a summons issued in the name of Victoria, D.G., F.D., etc -- that in this awful weather, with typhoons flying about -and-gradients steep for all sorts of winds, billets. doux are liable to be blown away. This of course can be turned to use on any sort of occasion in which slips of blue paper figure proalleged morning paper as a criterion on minently. Overdue chits, gas bills, taxes, which to base indiscriminate abuse of the Indignant notes of interrogation as to idle and -- ! innocent flirtations,-all these can be "under the influence of the weather." Truly Mr. Meyerink is a public benefactor.

THE Lick Observatory telescope will shortly less its pre-eminence. We read that in the shop of journalistic community is condemned. Alvan Clark & Bons, Cambridgeport, Mass., are now in process of construction two huge telescopic instruments which are soon destined to prove of universal luterest. These machines are He built a chapel by the sea, it cost a thousaid the enormous Ao-inch leps telescope, which is almost completed for the Kenwood Observatory of the University of Chicago, and the Bruce siege and remaid solid against the keenest | photographic telescope, which is being made for the astronomical observatory of Harvard College, The lenses for the Chicago teleand is given complete in this issue; yet scope are four inches larger than the lenses are forty inches in diameter. The other telescope is the outcome of a gift of \$50,000 which Miss C. W. Bruce, of New York, made to the astrocomical observatory at Harvard College sleepily murinur that the Hongkong for the construction of a photographic telescope, newspapers are not up to date," We having an objective of about twenty-four inches apenure, with a local length of eleven feet. The instrument differs from other large telescopes in the construction of its object-glass, which is a compound leas of the form known to photograpliers as a postiali lons.

preacher whose religion is all in his head.

IT is estimated that there are 420,000,000 Christians in the world. But a large proportion of sented Hongkong journalism, or any them so contrive it that the casual observer

> ST. PETER'S SEAMEN'S CHURCH.-The Mission steam-launch Day Spring will call alongside vessels hoisting code pennant C, between 9 and 10.30 a.m. on Sunday, to convry men ashore to the II o'clock service, returning about 12.50 p.m.

INSPECTOR Stanton charged An Yeung Wing. secountant in a Chinese store at 160 Praya West, before the magistrate to-day, with selling a jar ni samsāu, price about six mace (say 80 cents) yesterday without a licence. Mr. Wright defended the prisoner, who was remanded to the 24th, on hell of \$200.

On the 18th inst. Sergeant Niven, of the water his danger of being run in, popped over the side and painted out the figures "87," substituting "of" He was detected, however, and brought up in the Pollie Court to-day before magistrate, who fined him \$25 or two months for the attempted "forgery" (If it may be so termed) and \$38 for the to passengers in excess.

An exchange states that the London potato market has become so overstocked that extraordinary, or rather ridiculous, prices have been tons realised, after the payment of incidental expenses, the sum of 125 rod, or less than 41d per ton for the grower. In another case a lower d pth was reached, as a consignment of two trucks was disposed of for 7d less than the cost of carriage and commission, and the unfortunate farmer who raised the potatoes was out of pocket to that amount. The humorous aspect of such sales is not likely to strike the seller.

SINCE the Hon, E. R. Belllins has relegated to himself the duty of proposing votes for the erection of Government Houses and other philanthropic works, might we draw that emi ent reformer's eye to the present dilaple dated state of the shed on Pedder's Wharf? It is about roofless and affords as much shelter to persons waiting there for the ferry boats as would an ordinary sieve. And besides, a policeman is always stationed on the what and the health of these men is a consideration that should have some weight. We think " Bellyjoss might turn on his elequence and have this vote passed-five or ten dollars would about cover the cost of the necessary repairs.

WE have received the prospectus and first few sheets of a Standard Dictionary of the English language which is now in course of compliation and publication. Nearly two hundred editors are engaged upon the various departments of the work and it is said that they have been selected from the front ranks of British and American scholarship; each is representative of all that is latest and most approved in his own field of exploration and research. It i claimed for the dictionary that when completed it will reflect the whole scholarship of the present age and will contain 280,000 words | 50,000 more than any other dictionary of the language. The publishers are Measts Funk and Wagnall, of New York, London and Toronto.

THE absence of masts and ship rigging on the vessels of our new navy has made necessary a new arrangement of witches on board, which will soon be submitted for approval, says the Army and Navy Register. The old time port and starboard watches for the forecastle, the fore, main and mizzentop and the after guard will be abandoned in favor of a division, of the crew into four equal parts. The four equal divisions will represent the quarter sections of the ship, with special bearing on the guns. Each man wi be designated by four numerals; the first to represent his corps, the second at what gun he is stationed and the last two numerals his individual number; thus, 1213 might belong to a marine, supposing his corps is represented by the numeral I, and be stationed at the second division, while his individual number, which would be borne on his hammock and other belongings, would be 13.

THERE is another old lady in sore distress. Over the nom de plume of "Peak Resident" she has written to the Daily Press claiming that as she pays for the Observatory, she ought to have some of it. Old maids as a rule never do know what they want, but this one's taking capacity is great. The wonder is that she has not asked for the earth, the sun and mron-and the man therein. Failing to have the Observatory placed up on Mount Ararat, madem thinks that ing effect on her nerves; for instance, when a typhoon was approaching, why, the lady could Monday. come down to the city and put up at the Grand. or the Land We Live In. or some other fashionable hestelry down West. Anyhow, why doesn't this person indulge in the luxury of a local newspaper? She will find all the meteorological notices that are issued from the Observatory duly chronicled in these columns.

YE MISSIONARY'S TALE.

He was a missionary lad who came from London His grammar was extremely bad; his speech not wise nor witty

He tried by letter and by talk of all our cash to

And never in his saintly walk, did he attempt to Except to tell us he had brought ten coolles

His wages were three pounds or four per week until he married. He chose a miss of o'er two score, whose mission had miscarried And then some filly popular of more were to his

credit carried.

kids went to Heaven.

reverend teachers :

God blessed their union with a son, which brought them pounds eleven. The next year saw a daughter done, which netted guineas seven. And then received they fifty one, when both

thirty I ' And then a fine academy for coolies poor sid

Much more it cost, two times or three,-but 0. it was so worthy ! Full many a tennis-ground he trod, as do most

He spent some twenty years and odd upon the heathen creatures And seven thousand pounds for G-d on church and other features.

In sanctimony he retired with pounds twelve thousand twenty,-Not quite as much as he desired, though ne'er farthing leat be. To wealth, not coolles, he aspired, and wealth he got in pleaty,

it in the same breath with the London THE devil never throws any bricks at the FIVE million sterling is the estimated annual clation, Praya Central, last night. Captain A: loss through the ravagers of rinderpest among the cattle in India.

> An engaged girl is never so happy as when she is talking about it to unother girl who is not engaged and is not likely to be.

Old Soak (at the Club)—Say, dear boy, where are the napking? Berlin Biet-Mein felend, in our club de membèrs use de table-cloth l

BEFORE Capt, Frastings at the Magistracy to-day, a coolid named Wong A Shin was sent to gaol for two months, for having used his employer's pass-book and obtained four piculs of rice. valued at \$12:78, from the Man Tai shop, in Possession Street, on the 16th and 20th July He ple ded that he was a poor man and wanted to keep his family from starying; he "intended to repay the money as soon as possible." This excuse only goes down when it is a \$100,000

THE writer of the paragraph in to-day's Daily

Press anent a 'ricksha accident that occurred

in Queen's Road yesterday afternoon, should be ducked in a horre-pond. He gleefully describes how a 5kh policeman marched up Wyndham Street pulling the unfortunate coolie by the queue while the latter, "considerably blown and distressed, laboriously pulled the 'ricksha' quietly on without protest while so brutal an outrage was being perpetrated could not possibly possess more manhood than the Sikh to arrest the man at all without first ascertainng if he had not been forced down Wyndham Street by his "fore"? And to make the unfortunate man drag his ricksha up Wyndham Street was as unjust as it was unlawful: It was the constable's duty to attend to that after he bad taken the man into custody.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Mr. Fielding Clarks, Chief Justice.

Tuly 22nd. THE DEFAULTING SPECIAL JUROR.

H. F. Meyerink, who had failed to appear when his name was called for the special jury in the Second Street murder case vester 'ay, put in an appearance to explain the affidavit which he filed yesterday afternoon by order of the Court in extenuation.

His lordship read the affiliavit, which was to the effect that the summons served on Mr Meyerink calling him as a medial juryman had been accidentally blown off his desk by the typhoon" while he was away, so that he knew nothing about it.

His lordship :- Mr. Meyerink, are you aware hat I have been told quite another story? The bailiff of this Court is prepared to swear that when he went to serve you with the summons or your non-attendance, at 10.25 yesterday morning, he saw the first summons then on the date-block in front of you, on your deak, and that you said "Ob, is this Friday?" Is that correct?

Mr. Meyerink :- No. it is not correct ! His lordship: -Well, I will direct the baillif to file an affidavit, and then you will have an opportunity to contradict his story.

THE SECOND STREET MURDER. The hearing of evidence in the Second Street murder case, previously reported, was then continued.

THE STORM-TOSSED JUROR. Upon the Court reassembling after tiffin, Mr. Meyerink appeared, with Mr. J. G. Wright

Mr. E. Robinson said-May it please you, my lord, in the matter of Mr. Meyerink I am instructed to make an application. Your lordship is aware of all the circumstances up to this point. An affidavit has now been filed by Mr. Howell and was served on Mr. Meverink by one o'clock. Notice was given to Mr. Descon that this case would be coming on at a quarter past two, and there has not been time-as he did not apprehend the case was coming on so quickly-to file a counter affidavit, and I would ask your lordship to allow it to stand over till some time on Monday, so that Mr. Meyerink may have proper facilities for making an affidavit in raply

to Mr Howell's. His lordship—I don't attach much importance to affidavits, you know. It seems to me to be a little bit doubtful whether Mr. Meyerink has given a candid explanation of his forgetfulness. but that is not the only point. It seems rather the posting of the Meteorological Register at the to corroborate Mr. Meyerink in the main fact Tiam Station would, in a measure, have a sooth- that he actually forgot to attend, but at the same time I think there has been very great carelessthunders orm is signalled she could retire to the ness on his part. If you wish to file an affidavit seclusion that her bath-room grants; and when a I will adjourn consideration of the point till Mr. Robinson (after consultation with Mr.

Wright)-After what your lordship has said Mr. Meyerink is willing to answer any questions, and leave the matter in your lordship's hands. His lordship-Very well. Mr. Meyerink, you see what the bailiff says; he says he saw the summons for you to attend lying on your desk when he went to serve the second summons that you were to attend here and show cause why you did not attend as a special luror; and that looks, to say the least of it, as if you were mistaken when you said that the summons had blown off your desk and that was why you did not see it. That leads me to think it was not a very caudid explanation of your forgetfulness, but at the same time I am willing to believe that you did forget and did not want to disobey the summons of the Court to attend as a juror; and that is the sense in which I am inclined to deal with your case. I need not tell you that jurors should be excerdingly extending to summonses, as, if they do not, they fall in their duty and are doing an injustice to the other gentlemen of the jury, who might be called upon to serve in their place. We all know it is a very unpleaant duty to serve on a jury, but it is a public duty cast upon everybody, and I must, as far as I can, see that jurors are not careless about these matters. If I had been satisfied you were not mistaken I would have fined you heavily as it is I think you were exceedingly carcless, and I fine you \$25.

THE MURDER CASE.

The Second Street murder case occupied all the rest of the day. At 6.15 p.m. the jury, after a long retirement brought in a unanimous verdict of "guilty." Prisoner said he preferred hanging to imprison-

His lordship passed sentence of death, This concluded the Sessions.

"HOW TO MANAGE YOUR SHIP IN A TYPHOON."

BY DR. W. DOBERCK, DIRECTOR OF THE HONGKONG OBSERVATORY.

Dr. W. Doberck, director of the Hongkong Observatory, delivered a lecture on "How to manage your ship in a typhoon," at the rooms of the British Mercantile Marine Officers' Asso-

Tillett, president of the Association, occupied the chair and briefly introduced the lecturer, and there was a very good attendance. Dr. Doberck (who illustrated his remarks by frequent

reference to diagrams on a black-board) said:-According to the old eight-point rule, all you had to do when a typhoon approached was to run with the wind on the starboard beam under as much canvas as your ship could carry except when on the path right in front and the centre moves quicker than the vessel. That should have taken you out of the reighbourhood of bad weather, but it did not always do so, and since typhoons have been thoroughly investigated, we know that the wind never blows round the centre in a circle, and that the eightpoint rule, laid down by Redfield, Reid, Thorn and Plddington, is very far from the trath. is just as much out as Espy's rule, according to which the wind blows always straight towards the centre. According to the twelve-point rule which we have proved to obtain in typhoons you must still run on the starboard tack, but you must keep the wind only four points from the stem. A steamer can do so easily enough, but it is not possible to keep a vessel going ahead under square sails nearer than six points to the wind. She therefore cannot within two points run straight away from the centre and her risk is much greater than it would be if the old rule has a great advantage over those with solld had proved true. It appears that a ten-point etc. Now, the man who could look rule obtains further north, and a sailing vessel in, say for instance, the North Atlantic can then just menage to steer, full and by, a course that will take her straight away from the centre : but himself. Besides, what right had the constable | in a tropical burricane we see that the danger is | it ought to be easy to avoid them. They make much greater even if the force of the wind

> Once the brankg of the centre has been ascertained from the direction of the wind you require to know in which sami circle your vessel is situated: if in the right hand remi-circle the wind will veer, i.e. shi with the sun, and in the left-hand semi circle it will back, s.s. shift in the opposite direction. But this rule fails if your vessel is moving with the typhoon and quicker than the centre is moving. Then the rule may be reversed. Masters'of vessels are therefore advised to heaveto early and observe how the barometer behaves and how the wind changes, but it is so dangerous to heave to and lose time in a storm which carries you into the centre, that this should not be done except when absolutely necessary. You may happen to be right in front of the centre and lose your chance of getting out of its track. Here it is that a knowledge of the paths of past typhoons becames so weful. That may enable you to know at once in which semi-circle your vessel is | S.E. wind, behind the centre. situated. The wind shifts faster the nearer the centre you are, but the direction of the sea does not change so fast as the wind. If the bull's eve of the typhoon overtakes your vessel. with perhaps greater violence than before, when the centre is past. Very deceitful luils occur during the raging of a typhoon, and last sometimes long enough to be mistaken for the central calm, but in such a case the wind bursts again from about the same direction as before.

The right-hand semi-circle is called the dangerous semi-circle, because there you are carried not only in towards the centre, but also towards the high confused seas round nothern Formesa. path in front of the centre; besides, the force of you should run into shelter early, and wait the wind is greatest in the right-hand semi-ci-cle. I there till the barometer rises and the weather Here you must make up your mind at once which of the two courses open to you you will choose either heave-to on the starboard tack, which will allow your ship to come up to the wind and not direction between W.N.W., N. and E.N.E. be taken aback, or run aross the path in front of the centre into the left-hand semi-circle The incurvature of the wind is less in front of the wind is strongest there. Near Japan most cen're than anywhere else (except in some typhoons move N. Eastward. They travel exceptional cases, when a typhoon is moving quickly and do not give so long warning as against the monsoon). That helps you to cross faither south. They are as a sule not so violent the path, and you can run with the wind on the | within the tropics, though sometimes they -tarboard quarter, three points from the stern. | are just as bad, but the incurvature is not so. It may, of course, also happen that you choose to great. un close-dauled on the starboard tack, if that shortens your voyage, and if you have reason to think that the centre will not come down on you The left-hand semi-circle is called the manage-

able or the navigable semi-circle. Here you are carried straighter into the centre, but at with any chance of riding out a typhoon, except the same time the wind carries you towards the path behind the centre, where the danger is less. and moreover the force of the wind is not so great in the manageable as in the dangerous semi-circle. In this semi-circle you can run close-hauled with the wind on the starboard tack, but you must heave-to on the port tack, so front gets steeper, and when in the hollow of as not to be taken aback when the wind backs. You cannot run so long in this as in the other semi-circle, or you may not be able to wear your ship, and when you heave-to on the wrong tack. you run great lisk of being dismasted, or having thirty feet in height, measured from crest to your yessel thrown on her beam ends, when you hollow. may have to cut away the masts to right her. But they may not go clean overboard-they will not do so unless all the shrouds and ropes were cut before the mast went -and a dismasted ship is carried round the typhoon and into the centre in a spiral course. Many a sailing ship has been lost through being on the wrong tack in a typhoon.

All this is on the supposition that you have ample sea-room ; so much the more so, as your deed reckoning may be very much out, when navigating a typhoon. Sometimes a master does not know where he is within a bundred miles. It is no unusual thing for a vessel caught in a typhoon in the China See, where dangerous shoals abound, to be carried sixty miles out of her course, before it is norsible to take sights. Les-way, strong currents, and uncompensated bealing errors account for that. Heave the lead as often as possible;

When running to the southward across the path of a typhoon moving westward, you will most likely be to the eastward of your dead paid out-as the strain on two cables at a great reckening, from the effect of uncompensated heeling error, but this is not always so. If the permanent magnetism of your ship has been properly corrected by permanent magnets, including a vertical magnet to correct the permanent vertical magnetism, and if the induct horizontal magnetism has been corrected by Airy's soft fron balls, and if the induced vertical magnetism has been corrected by a Flinders' bar, then the heeling error ought to be nearly anchors, but as this increases the irregularity of insensible. But on the other hand, if the semi- the strain, you had better stand by, ro as to start circular deviation arising from induced magnet- the engines whenever necessary. Shallow river lem has been corrected by permanent magnets, boats pay out cables on eliber side so as to help then the heeling error may be considerable, say I the vescel to keep upright, but at the same time one point, which may carry you as much as 40 they must have a single anchor paid out shead miles out of your dead reckoning in a day, to ride to, for no cable at a great a ngle could When on the magnetic equator, where there is no vertical force, you should always adjust your permanent magnets. It is better to remove the Flinder's bar, while that is being done, as it may chance to have some little effect, as if it were a short horizontal soft iron bar.

When hove to on the proper tack you should. If you are on board a steamer, keep the engines (180 r2', 1090 33'), an excellent syphoon harbour going shead dead slow, and use oil to calm the sea and prevent it from breaking on board. A steamer sometimes rides most easily when stem straight on towards the sea, -a position by all means to be avoided by a sailer, which must be kept four points from the wind. A great deal-now depends upon how you are laden. Much has been said against overloading, but (21 0 34', 111 0 47') and Namoharbour (21 0 as many vessels have been lost for lack of ballast or from shifting ballast, as from overloading. A heavy roller will be safer than a vessel that keeps very steady from having its vessel that keeps very steady from having its 42", which is commonly used. Vessels of great centre of gravity high up near the meta-centre draught anchor to the S. of the position given. and consequently preserveing little stability. | Tangka harbour (se # 35', 11',5 # 15') is used in

If in soundings, and she will not come up otherwise, you must club-haul her. in order to get her head to the wind, but it should be sufficient to pay out a hundred fathoms of chain, or upwards, in order to prevent her from falling off into the trough of the sea. A small sailing vessel may pay out a long rope astern at the same time. When a typhoon is blowing you cannot set the mizen spanker to get her up, as the sails are usually blown clean out of the bolt-ropes. Storm stay-sails are carried (till they blow away) in order to steady the ship. A sailer usually behaves better than a steamer, an she even under bare poles has enough tackle alon to offer resistance to the wind and keep her bows out of the water. Should the masts go overboard, a sailer, in proper trim, has still a better chance than a steamer, when her deck is swept by the seas, as the hatches may be more easily kept battened down than on board a steamer with its engine-room skylights etc., but the way of battening down hatches leaves much to be desired. It ought to be possible to screw them down, and leave the sea no chance of uncovering them. Any vessel labouring" in a mountainous cross sea near the centre of a typhon is, however, in a most helpless condition. By that time there is nothing further to be done. It must therefore be your aim to avoid that contingency. A vessel with a hurricane deck

The most dangerous typhcons have been encountered in the Pacific in a low latitude, say 12 deg., and 130 deg. or 140 deg. longitude. They are so small there and move so slowly that W.N. Westward, and you are safest to the S. Eastward of them. You can see such a typhoon coming on in the shape of an arch, at first perhaps whitish in appearance, but soon developing into a dark and threatening cloud. Its dark appearance and the extreme slowness of its motion,in fact it does not appear to move at all,—distinguishes it from an arch squall, which is moreover often brighter in the centre. If the direction of motion of the clouds in it is seen to be nearly-perpendicular to the bearing of the top of the arch, then there is no doubt that it is a typhoon. Even in Hongkong one sometimes sees a typhoon approach like that.

bulwarks.

If after leaving Slogar are bound for Hongkong in the S.W. monsoon, you find that the barometer falls more than usually, the S.W. monsoon begins to freshen in squally, and you notice a cross swell, a bumpy sea, and other signs of a typhoon, then you ought to shape your course to the castward, so as to sail round the centre and benefit by the favourable E. or

If after leaving Hongkong bound for a northern: ent you fall in with a typhoon coming through the Bashee Channel and moving N. Westward the I into the Formosa Channel, you ought to run towind bursts again from the opposite quarter, and I the couthward, and if bound for Yokohama you may afterwards shape a northern course along the east coast of Formosa, where the Knro Siwo current occasionally sets fast towards the N.E. Ships are between Foochow and Ningpo liable to experience the N.W. gales that procede a typhoon travelling westward and about to strike the coast in that neighbourhead. If you do like to excess your vessel to the

Between Shanghai and Japan you are liable to fall in with a typhcon travelling in any You are therefore safest to the S. of the centre, but that is in the dangerous semi-circle and the

Though typhoons are dangerous on the opensea, they are still more to be feared in open. anchorages and near les shores, such as in. Formosa, where you must be ready to run to sea. at very short notice, as you could not lie therein the inner harbour of Takow. When at anchor up against a lee shore there is not only danger of being thrown on the shore, but also. danger of going down at your moorings. The waves running into shoal water are very much increased in height, the slope along the wavea wave that may be forty feet below the crest, there is a chance of having the bottom knecked out of a vessel, except when the ground is soft mud. Waves on the open sex do not exceed

A steamer at anchor should get up steam an soon as it blows a fresh breeze in the squalls, rand a sailer should take down the topmasts as soon as it blows a strong breeze. A sheltered anchorage must be selected and when the centre passes very near, the berth may have to be changed to the other shore before the wind shifts. to the opposite quarter, but along the China Coast it does not blow so hard after the centre: has entered the malpland, as it does before.

A vessel moored by a single anchor will swing with the sun in the right-hand semi-circle, and against the sun in the left-hand semi-circle. If (we anchors are dropped, the anchor on the advancing bow should be let go first. Therefore as vessel in the right-hand semi-circle should first drop her port and afterwards her starboard anchor, so as to ride with open hawse, and a versel in the left-hand semi-circle should firs's drop her starboard anchor... But now it is usu/al to ride to a single anchor with a scope as love as possible.—over a hundred fathoms should be angle is more or less increased, and very irregular owing to the labouring of the vest el in the high sea. A second anchor is paid out in line with the first to veer upon if the first eleculd not hold, and a third anchor is kept ready. A vessel depending upon a single anchor, or upon two anchors dropped at an angle, may go rashore if a link should break. The engines dan be kept going shead dead slow, to as to relie we the stand the strain caused by a typhoon. With reference to typhoon harbov is in China,

beginning with Hainan, we have Backli Bay (10 97', 108 0 39') with shelter a gainst winds between N.N.E. and S., only. It is s tot a very good harbour, and the natives are not to be trusted. In Southern Hainan we have Yulikan Bay in case the centre is to the S. of / Hainan, as often happens: Goalong Bay (18 0 7/3', 109 0 34') may also he used. Mania harbout 10 9 671, 109 52') can be used when the centre is to the north of Hainan. Hunghom Bay (20 0 17', 210 0 23') is shallow and is not often vised except when no better piace is within, reach, Hulling-san at' 112 o sa') are avail able between Hainan and Hongkong. Nearer Plonghovin is the excellent harbour by Saint Job a's Island (21 0 40, 112 *

care of typhoons crossing the China Sea. It offers no shelter against W. winds. This is at the mouth of the Canton River. Higher up the cross. river, ships anchor under the Bogue Forts although typhoon centres pass over that spot, but then it does not blow so hard as out at sea, when the centre is inland. Inside the Capringmoon pass (12 ° 13', 121 ° 11'.)

In the course of the summer of 1884 I hear the centre. invented a system of meteorological signals cone pointing upwards, and cone pointing downwards. They are hoisted only for the information of masters of vessels about to leave the harbour. The night-signals consist of two white lanterns holsted six feet apart.

black dram is holsted. The weather is nearly in plenty of time, it would be quite different that this signal does not by any means imply travelling, or its direction. bad weather. Steamers bound for northern. Dr. Doberck said the log-books showed many western, or southern ports, should lose no time | western on the wrong tack in typhoons, and that in starting, as they may expect more or less fine | was why he had tried to explain. weather. hose eastward bound should take The President:-Yes, but it should not be so, laid down. Sailing vessels bound for western or | Sedgwick in the fifties. Of course the incurving southern ports may leave the harbour, but those theory has been brought up since, but the likely to fall in with calms or contrary breezes | years ago. after starting, even if he wind should be Dr. Deberck:—It was always acknowledged, southerly here at the 'time. When the black and the important thing is to get on the proper drum is holsted sailing vessels may apply for | tack. Decessary.

happens to do so, it usually soon loses its meteorological information than they were able violence. Sailing vessels bound for the North to obtain at present. For instance, there wis should start at once, and benefit by the S. breeze. I no reason why there should not be something so as to run through the Formesa Chanhel, and | published every morning-if not in the papers, fall in with another typhcon.

a typhoon exists in the China Sea more than 300 | the China Sea from Cape St. James to Shanghai, mlies away. A black cone indicates that the on a small scale, including of course the islands of a vessel desirous of avoiding bad weather, and if possible the forces of winds in different black S. cone is hoisted.

more westerly than the Colony. A black ball (Applause.) Of course, much detail was not Indicates that it is within 300 miles. Ships need required; if only shipmasters could see the charts not make any delay in starting. If bound for | with the isobars and the directions of winds, that the W., and the barometer should happen to fall, would give a good idea of what to expect. That which rarely occurs, as typhoons do not move to | was what the London papers published every the eastward in these latitudes, they need only morning; and the President had often found, lle to and weit, till it rises. If a vessel after from his own experience when in command of leaving longkong experiences an increasing mail steamers running between England and S.W. gale 'u the Formosa Channel, then the Australia, that it was a great convenience to get centre has re curved. You heave-to, and the the latest paper on salling, with the chart, giving weather will quic thy improve.

the Colony, or at any rate the fact that there is would not be very difficult to get something of a typhoon in the new hourhood. If holsted the same kind in Hongkong; only one copy of vertically, they indicate that the wind will veer. the chart would require the isobars and arrows If holsted horizontally they indicate that it will for the winds, and a hundred other copies could back.

of the Godown Company in Rowloon. The people could get at them- the Harbour Office and day-signals are repeated at the Harbour Office, the Association Rooms, for instance; and if a and on H.M.S. Victor Emanuel.

typhoons by means of the typhoon gun, placed of providing the community and the shipping at the foot of the man t for holsting storm signals, | world at large with such a great boon, surely beside the time-ball tower. One round is fired there was not a single shipmaster who would whenever a strong ga le of wind is expected to not be glad to pay five or ten cents for such a blow here. Two for inds when a typheon is chart on the morning his ship sailed. (Loud expected. Three round a will be fired, if possible, applause.) whenever the wind is a xpected to shift suddenly during a typhoon.

Notice boards exhibition meteorological observations, weather forecast is, storm-warnings and Association would be only too glad to do so information concerning typhoons, are placed at and its rooms were so centrally situated that it the Office of the Easters i Extension Telegraph | would not put a man out of his way to go there. Company in Queen's Round, at Peider's Wharf, I Then again he thought the information might be at the Office of the Brit ish Mercantile Marine | alittle more up to date. If one happened to take Officers' Association, at | the Harbour Office, at | up the Times, published about 5 s.m., there was the Naval Yard, and at the Rowloon Godowns. | all this information up to six o'clock the previous

telegrams are received late every day. Masters of vessels who regularly send their previous day-practically twenty-four hours old. observations to the Observatory may make, whenever they like, special enquiries at the Observatory, directly, or through telegr, tphortelephone. I those little memoranda on Pedder's Whatf and In answer they are advised how to act with at the Telegraph Company's office do not meet reference to the typhoon, but a my information the case. concerning the typhoon itself, is at once

form the subject of answers to qu tries, The President thought D. Dol kick deserved most bearty thanks for his lectu to In one or two relats, however, thene was room discussion as to what he recorn menach. To begin with, on the question of heavying-to or sunning, Dr. Deberck advised that when a saytain found [his vessel was in the right-hart I semi-circle of a typhoon he should van across his track into the cast. What I advocate is going beyond the preleft-hand semi-circle, as the It sast dangerous. sept notices, and getting something with more But then the raint was whether there was room meteorological information in it. As a matter of and time enough to cross wi thout passing fact, there may be some shipmasters here and through the centre of the typhoon , as there was | there who even with such a forecast do not no telling how far it was away. The only way know on which tack to lieuve to, but they are he could see was to wait until one; ould see how quite the misority, and what I have suggested the wind was going. He did not see, and Dr. would be a vast advantage. (Applause.) Doberck had not told them, how to tell in which | Capt. E. C. Lawrence agreed with the Pre-

Dr. Doberck said the only way to tell which semi-circle it was, was by the veering of the wind. | Bangal without trouble, in the same typhogn in The President :- Then if you find yourself in which the Retriever was lost. the right-hand semi-circle, do your till advise stroning across into the left?

Dr. Doberck :-- Yes.

The President !-- Well, I would up! .

Dr. Doberck :- That is, except you are very near the centre. If you are too near you cannot

how near or how far you are?

Dr. Doberck :-- You cannot tell. The President :-- Then that is why I say to the W. of Mahwan is shelter against typhoons, | would not cross. I would heave-to. I think, but Chingwan Bay (22 ° 22', 114 ° 61') is one of | with all due deference to you, Dr. Doberck, you the best harbours in China. In consequence it | have been slightly misinformed as to the amount is too crowded during a typhoon. To the N.W. of of intelligence existing among the ship masters of an excellent harbour. Deep Bay (22 0 171', know what semi-circle they are in, it is very easy 114 ° 16') gives better shelter than Kowloon Bay I to know how to manceuvre their ships. And (22 0 181', 114 0 13') but some vessels prefer with regard to anchoring on a lee-shore, no the latter as the storm-signals can be seen from sailor in his senses would dream of remainthere. Mirs Bay (22 ° 334', 114 ° 27') under ling at anchor on a lee-shore if there is anything danger Pengchau offers shelter to vessels bound for like an ordinary gale of wind coming on, let astern. Hongkong from a northern port. Between Mirs alone a typhoon; he would get to sea at once, Bay and Swatow there are no very good typhoon | unless his engines were broken down (if on a harbours, but shelter may be found against N.E. steamer) or unless he had lost his masts (on a winds. By Namoa Island (23 ° 28', 116 ° 57') sailer); and if he could not get up his dismasted. It would never do any good, is excellent anchorage. Tongsang harbour anchor he would slip it, and not attempt to Mr. Figg (first assistant at the Observ (23 947', 117 935') is much used, and also Amoy let go a second. Then when hove-to, with harbour. Makung harbour (23 0 32', 119 0 33') regard to the anchors, if a seaman, finds in the Percadores is an excellent place. In out which way the wind is coming, he is not Pihquan harbour (27 ° 10', 120 ° 31') there is a going to get a cross in his hawsers. Further, good shelter against N.E. winds for vessels with regard to typhoon harbours and anchorages Straits (25 ° 26', 119 ° 44') are very by heart, it is very easy to pick them up out of they could not help it. much used. There are several anchorages the "China Pilot." Then, with regard to sunning. around Chusan. In Luzon there is an anchorage you advise also that a ship should run when in at the entrance to Manila Bay N. of the left-hand semi-circle, with the wind a little | that was all. Corregidor Island (14 ° 25', 120 ° 33') On on the starboard quarter, but I think with a Mr. Figg explained how it was shown to he S. coast of Mindoro we have Gazza Bay little reflection you will find the probability is been an undoubted typhoon, clearly traced. that in many lostances you would run dangerously

Dr. Doberck explained that that was not what which were lately further extended. The day- he advised: Captain Tillett had misunderstood. signals concist of a red and a black drum, ball. In the left-hand semi-circle the wind would blow nearly straight into the centre of the typhoon. so a sailing ship should be particularly close-

The President accepted the correction, but maintained his original point, that a vessel A red drum is hoisted to indicate the existence should certainly not under any circumstances of a typhoon in a longitude more easterly than whatever attempt to cross in front of the Colony, and more than 300 miles away. If the centre. Of course, if there was a certainty it is believed to be within 300 miles, then the of getting across into the "easier" semi-circle, always fine when the red drum is holsted, and but it was simply impossible to tell how settled fine if the typho n moves northward, so far away the centre was or how fast it was

care to avoid the typhoon by following the rules | for we all can go back to the rules laid down by eastward bound ought to remain, as they are principle of the semi-circles was known forly

special directions from the Observatory, if The President maintained that it was imposrible, until the wind veered, to know which A cone pointing upwards indicates that a semi-circle it was, and which tack to go on. typhcon exists in a locality more northern. There was nothing whatever to show which than the Colony. A red cone indicates a semi-circle a ship was in until the wind began to typhoon beyond, and a black cone a typhoon | shift; and that was fully expounded by Sedgwick. within 300 miles. More or less persistent S.W. | One thing ought to be mentioned; the precent wind, at times accompanied by thunderstorms, system of typhoon signals in Hongkong was all may then be expected, and ships leaving the very well, but did not by any means meet the reharbour are not at all likely to run any risk from | quirements of the shipping interests. It would be the typhoon. It rarely happens that a typhoon a very great benefit to Hongkong and to shipmoves S. Westward in these latitudes, and if it masters sailing out of the rost to have more avoid the way round Formoss, where at the lifthey had not room to put it in or if they wanted height of the typhoon season, they are likely to I too much money for advertising it, it could be issued in the shape of a small sheet, say the A red cone pointing downwards indicates that size of a sheet of notepaper-giving a chart of centre is believed to be within 300 miles. Usually of Luxon, etc., with the isobars, showing the And in this room a fair and youthful girl, we experience fresh E. veering to S.E. winds in | barometrical pressure round about; and also | (Whose blus ing honours cast a halo round Hongkong. As so many typhoons originate in some sort of meteorological forecast, and also on Her stateliness, and beauty which was such the China Sea and travel N. or N.W., the master | the chart there might be marked the directions | That any man would be be admire) should await further information, when the localities; and also a meteorological forecast, in tabular form, of what the weather would A red ball indicates a typhoon in a longitude probably be north and south of Hongkong. I this information as to all the coast right down At night two lan erns indicate bid weather in to the Bay of Biscay and even Gibraltar. It be taken by manifolding. They could be posted All these signals are repeated at the flagstaff up in Hongkong somewhere where shipping small charge was required to cover expenses, The Colony itself is warned of approaching | if the Government would not go to the expense

A Member :- The Association would pay for it. (Applause.) The President agreed that of course the The China Coast Meter prological Register is evening. Now, taking a Hongkong paper, seldom exhibited much bet ore noon, as so many | published in the morning of the aist July, the stest information it gave was up to 10 a.m. the

> Dr. Doberck :- That is useless. - -The President :-- Yes, that is what I say ; and

Dr. Doberck :- But they are posted in time : exhibited on the notice boards, and does not the newspapers are a long time after. The President :- But could not the memoranda be a little more explicit, and give some-

thing in the way of a probable forecast? Dr. Doberck :- They do give a forecast for the following twenty-four hours.

The President :- Not a forecast?

Dr. Doberck :---Yes, a forecast. The President :- I have not noticed any forc-

semi-circle the ship was mult the en ind Logan to indicat that it would be dangerous to sun across in front of a typhoon, but he was once in a ship, the Caroline, which did that in the Bay of

> Some discussion followed, in which a general apinion in support of the President was expressed -that it was risky, but might sometimes be a poster to rule.

which he had to follow a typhoon, south of When I was sitting on her knee outside, Padatan, because there were three different seas | A robber struck me, and the scar remains-The President :- Well, how are you to know | running, and the vessel had to keep head on to | Imerinted yet beneath this floral seal.

Captain Wood mentioned his experiences in the Kashgar, in lat. 25 41 N. and long, 121-30, when the coentries carried away, and he had to In Long Ches, where I've ever since remained. sers out astern as a sea anchor, the wind being | When Uko heard his wile narrate these facts on the port quarter, from the eastward. The He for a moment stood in wonderment, Stonecutter's Island (12 0 20', 114 0 8') launches | the present day, with regard to their knowledge of | barometer showed 28 99, and it was a fill Then with a cry of joy he drew her near find shelter. Tytam Bay to the S. of Hongkong is the "Law of Storms;" because directly they typhoon. His reason for the stern anchoring And, with emotion, spoke impressivelywas that the seas had already badly damaged the | " My leved one ! by the Gods ! this floral Seal fore part of the ship. He did the same in the Conveys a message from the realms of Fate, steamer Talsang and the barque Penskaw.

Some discussion ensued as to the serious danger of fouling the propellor with sea anchors Cant. Lawrence pointed out that Dr. Doberck's | Impaired by the ill-favoured phase of life advic: to strike the topmasts on the approach of

a typhoon was the very best way to get a ship | Wils no criterion of your beauty now-Mr. Figg (first assistant at the Observatory) stated that there was 'no doubt the Bokkara And I, in apprehension of my fate, would have been safe II she had run.

The President said she would also have been sale hove-to. Mr. Figg said that several other steamers ran 15 feet draught. The Haltan in the China Sea, if we do not all know them through the same typhoon-perhaps because

> A Member:—No, it was just a strong gale, Mr. Figg explained how it was shown to have For this has proved a floral scal of Fate Mr. Norwood stated several interesting facts about the recent Somall typhoon, which led to some discussion.

Several Members: - Was it a typhoon?

Votes of thanks to the lecturer and chairman concluded the proceedings.

UKO AND LUH HWA. (Continued from yesterday)

A quiet old home beneath the friendly shade Of ever-swaving follage, the breath Of dulcet breezes moved to cadence sweet. Looked out upon a clear deep's ream that kiss'd The yellow steps which mounted to a door Where cobble-stones, worn down by many feet, Led through, across a well-trod rustic yard, Towards a chamber where grim effigies-Strange senile figures of the pagan gods, Sat in prevailing gloom, while burning splints Shed a grave light, emitting balmy fumes Of sandalwood and garoo, which wrought up Inordinate funcies that, awaking, seemed To sanctify the silence of that place.

Upon the right a curtained entrance led Into a smaller room, where freecoed walls. Hung with quaint etchings and with tapestry, Attracted sunbeams thro! the window, where Fantastic outlines, painted on the sheet, Cast motley shadows on the inlaid floor, And upwards on the ceiling where were traced Huge dragons and chameleons, gaping down Upon a marble table where there sat ... An old man clothed in plain and homely style, Whose long white beard bespoke of life advanced To quiet retirement from the tolls of strife. His sallow face, with cheeks long furrowed out, And eyes illumined by the light of are, Seemed all in keeping with his dull attire Which blended well with that sedative nook."

Upon the left a carved and panelled door Gave entrance to a neat apartment, where Three lattice windows, shaded by green trees, Inhaled sweet perfumes of the fruitful land From gentle breezes as they veered and fell To lighter airs that o'er the waters played, Or sought the shore, and there among the trees Conversed in whispers, or in voices soft, Sang thro' the hours of darkness and repose-Seraphic songs untitled by this world.

Reclined amidst the sunshine of her home. The prefect, her adopted father, gave To her all comfort he could well command : And in return she proved most worthy of His last affection, and his every wish She studied with a womanly resolve To make the days of age pass cheerfully-And close beneath the shadow of her love. One day the old man called her, and he said :-

"Luh-hws, I have been thinking of you much, And of your future, which co-cerns me more Than I have cared to mentlen until now. For, as you know, I've watched you faithfully And fondly through the years of infancy, And know full well you do reciprocate My love, that prompts me carly to provide For your welfare, since heaven has bestowed On me the blessing of prosperity, que And on you, child, the modesty and grace Which so refines kind Nature's rarest art And thus completes a master-piece of life, That I may now, with all paternal pride, Prove faithful and unselfish at the last By leading you to a straightforward man Who best will guide you thro' the future years When I shall he laid by among the rest Of my anceste, s on the Western bills. And with regret, yet pleasure, I have planned Your marriage with my good frien i's only son, On whom I place much confidence and faith, Since I have marked his actions carefully And judged his worthiness impartially So not one measure has been left unweighed : And with integrity I now conclude That Uko is a loyal and honest man Who has seen life, but knows its follies now. And as he is most anxious to secure Your hand and heart by early nuptials, I have most favourably considered this. And have consulted all the wisest men. And they who have pursued the omens far Instruct me that the branches of the Rarik. And stems of heaven, indicate the chaik As a propitious time for you to wed. So as 'ils now the time of bearded grain In sixteen days the Summer Solstice comes : Then you shall see your lover, and go forth, With my fond blessing-to adorn his home" And Uko married Luh-hwa, and he saw That she was rare in beauty and in mind, And was imbued with loving constancy.

Which looked uncommon; and her husband asked Repeatedly her reason for the choice Of this ad roment worn unfashinably. But she was most evasive, and did keep The secret of her plume religiously. At length, however, she unveiled the truth : And, creeping slyly to her busband's side, She laid her graceful head against his arm. Beeming to nestle there confidingly And fondly as she looked to him and said-"Forgive me, Uko, for I have concealed From you, my husband, that which might crase My beauty-c'en your love : for now behold It hides a scar and vells my early life 1 But confidence is most essential now That we are made, by heaven-man and wife, Lam the denghter of a mundarin Who held high office in the Taotal's Court In Sung-full fourteen years ago and more. And I was but an infant in those days. And, as my mother died when I was born.

A faithful nurse sometimes attended me

When my father was engaged officially,

A little shop glose to the Northern Gate

This nurse was poor, and she, kind woman, kept

But, strange to say, his fair one always wore

Upon her brow an artificial flower

Capt. Warwick men joned an instance in Where she would often take me. And one night My fither died when I was two years old, And his good brother then adopted me, And brought me over to a happy bome

let the vessel go before the wind with two haw- And so I'm called the Prefect's daughter now." Demanding just repentance for the hurt I caused you ; for twas I who wished you dead. For some strange wixard had predicted this-

That we should marry. But your childish face, In which it seemed apparent you were born, Ner of your virtue; for indeed that place Was most unwholesome, and the people low. Defied the just decrees that are fulfilled. For clouds, impending, darkened as they reached The fancled horrors of futurity,

And I determined to remove from earth The settled cause of swiftly gathering shame. And then I hired a villain to remove. You from my path of pictured happiness. But now, thank heaven ! It was not performed So Lub-hwa, let us close the book of Past, That guards our love through life eternally |"

Hongkong, July, 1893.

RESCUED FROM MISERY.

John E. Aubrey, Esq., Setala, N.S.W., kindly furnishes the following testimony :- "In January, 1879, I was master of a provisional school in the western district, and I married a delicate young lady, and was shortly afterwards appointed teacher under the Board of Education. Our first child was born in September, 1880, after which my wife never seemed to regain her usual strength. In May, 1881, she was suddenly taken very ill; the family doctor was sent for and was greatly puzzled; he, however, prescribed and the patient partly recovered. About twelve months later she was very much troubled with a painful throbbing movement in the abdomen. especially when lying down, loss of appetite, and what food was taken afforded no nourishment. Another doctor was called in, who sounded and prescribed, but to no purpose. We left the meighbourhood and went to Lithgow Valley, hoping to effect an improvement, but without result. Another doctor did all he could and decided that the case was one of enlargement of the liver, and this proved to be the case, as the side sometimes swelled so large as to prevent dressing; so matters progressed and got from bad to worse. Numerous doctors continued to do but little good and that only temporary, but all agreed that the system was generally weak and wanted building up; and the liver would sometimes swell and burst off button after button off her ulster while standing in a store. For the last two years the trouble has been complicated with a most distressing rushing noise in the head, so violent as to render it impossible to lie in bed at night, with violent attacks of windy colic, causing complete prostration, and excoriation of the throat. Eventually, after further suffering, I read of Clements' Tonic and its wonderful effects, and sent for a bettle. The first dose was too strong for the debilitated stomach. I diluted it with water and gradually increased it as the stomach could bear it. Mrs. Aubrey has now taken three bottles and the effect is most marvellous, the swelling has entirely disappeared, and the waist is reduced by seven inches. The cycsight is renewed and strengthened, the appetite returned, the noise in the head diminished, and, to use my wife's own words, 'Language utterly fails to describe the roller and benefit she has experienced by the use of only three bottles of Olements' Tonic. I consider Clements' Tonio the most palatable and effective medicine I have ever used in either England, India, Africa, or Australia.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is a combination of two most valuable remedies, in a palatable and easily digested form, having great healing and strengthening properties, most valuable in Consumption and wasting diseases. Read the following :- " I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrolulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil."-D. P. KENNA, L.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China,---

"JOHN E. AUBREY."

Costanta Adbertiseinents.

HONGKONG VOLUNTEER CORPS. ORPS ORDERS by the Acting Comman-

— danti— No. 14.-FIELD BATTERY-Officer on duty

for the week ending July 20th.-Lieutenant A. CHAPMAN. No. 15.-Drill and Instruction will be carried out as under at HEAD QUARTERS.

MONDAY-FIELD BATTERY-Fortnightly Parade at 5.30 P.M. White uniform with Helmet and Sidesems. THURSDAY-MACHINE GUN COMPANY-Drill from 5.30 to 6.30 P.M. THURSDAY-FIRED BATTERY-9 P.M.

Instruction Drill as usual. No uniform, F. JERRARD, Acting Commandant... Hongkong, 22nd July, 1893.

GOVERNMENT NOTIFICATION,

TNFORMATION has been received from the 1 Military Authorities that ARTILLERY PRACTICE from the Batteries will take place as under, between the hours of 8 A.M. and 5 P.M. each day.

24th and 25th July .- From Stonecutters Island in Westerly and South-westerly

Easterly and South-easterly directions. 28th and 29th July.-From Belchers in Northerly and North-westerly direc-

All Ships, Junks and other vessels are cautioned to keep clear of the ranges. / The inhabitants of the houses near Belchers are warned to keep their glass windows open during the PRACTICE, and all people working in the vicinity of Belcher's Battery are also warned to keep clear of that part which will be indicated by gunners placed on sentry for the

By Command, G. T. M. OBRIEN, Colonial Socretary, Colonial Secretary's Office. Honghong, soth July, 1898;

Untimations

CARMICHAEL & Co., Ld.

RAIN COATS & UMBRELLAS TENNIS SHOES, BROWN CANVAS SHOES, SEA BOOTS in all Sizes.

W. D. & H. O. WILL'S CAPSTAN, THREE CASTLE, VIRGINIA MIXTURE, TOBACCO AND CIGAR ETTES. NEGRO-HEAD TOBACCO.

> CARMICHAEL & CO., LTD. 18, Praya Central, Hongkong.

Hongkong, 11th July, 1803.

COMPANIE OF COUNTERFEITING AMARINE

ORIZA-VELOUTÉ SOAP & 2

The best and softest soap L. LEGRAND'S ORIZA PERFUMERY

Inventor of the GEN:UINE and accredited preparation ORIZA-OIL 11. Place de la Madeleine, Paris TO BE HAD OF ALL TRUSTWORTHY FIRMS.

e (go-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

> IN BANKRUPTCY. No. 6 OF 1893.

IN THE MATTER OF ROBERT LANG. EX PARTE THE DEBTOR.

NOTICE is hereby given that a RECEIV-ING ORDER dated the 20th day of July. 1803, has been made in respect of the Estate of ROBERT LANG, residing at Kowloon Point, and carrying on Business as Tailor and Outfitter at No. 26. Oucen's Road Central, upon his own Petition dated the 3rd day of July, 1893 ... And Notice is hereby further given that WEDNESDAY, the 26th day of July, 1893 at 12 o'clock NOON precisely, has been fixed for the First General Meeting of Creditors to be

held at the Land Office, Queen's Road Central, Victoria aforesaid. No Creditor can vote unless be previously

proves his Debt. Forms of Proof and Proxy can be obtained | One person, per day......\$ 4.00 Office hours. At the First General Meeting the Creditors | Married couple (occupying one room) per

will be asked to consider whether the Debtor shall be adjudged Bankrupt or whether they, the Creditors, will entertain a proposal for a Composition or Scheme of Arrangement. BRUCE SHEPHERD. Official Receiver.

Land Office, Supreme Court,

Fiongkong, 21st July, 1893. FOR KOBE AND YOKOHAMA.

THE Steamship "STRATHLEVEN," Cormack, Commander, will be despatched for the above Ports on or about the and August. For Freight or Passage, apply to

DODWELL, CARLILL & Co., Hongkong, 22nd uly, 1803.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT. STEAM FOR

INGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA. MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS). THE Company's Steamship

Captain F. Kossovich, will be despatched as above on SATURDAY, the 5th August, at Noon. Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to C. ZANELLA,

Hongkong, 22nd July, 1893.

Batices of Firms.

Telegraphic Address "SOBRINGS," Hongkong, (A.B.C. Code 4th Edition.)

AUCTIONEERS, VALUERS & GENERAL MERCHANTS. No. 17, PRAYA CENTRAL.

Under Messrs. Douglas Lapraik & Co.'s Offices.

MESSRS, A. E. SKEELS & Co. undertake Sales Privately, or by Auction, of any class of Goods or Property. Prompt Settlements Guaranteed. Immediate Cash advances on Goods for Auction.

Cargoes received for Storage, Insurances Hongkong, 28th April, 1893.

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL IS & BITUMINOUS COAL

of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its 26th and 27th July .- From Ly-e-mun in | export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent

> qualities of this coal. Attention is called to the following advantages to Shipe! Owners and Captains, who coal their bunkers direct from the Undersigned :-

FRESHNESS of the coal. UNIFORMITY of quality. FREEDOM from Impurities,

Supply in any quantity on shortest notice, Onick despatch, BEST of weight, etc., etc. MITSUI BUSSAN KAISHIA.

Bole Agents, Longkong, sin Heptomber, 1802.

Potels.

VICTORIA HOTEL.

REDUCTION OF RATES. DATES for BOARD and LODGING.

Reduced to 855.00 PER MONTH AND UPWARDS, according to Room selected.

For full particulars apply at the Office, VICTORIA HOTEL Hongkong, 13th July, 1803,

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," ! Now Open and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SUMMER RATES.

One person, one month......\$70 to 80.00

Married couple (occupying one room) per week 45.00

Married couple (occupying one room) per month...... 120,00

For full particulars apply to VICTORIA HOTEL

Hongkong, 11th April, 1803. THE WESTERN HOTEL.

QUEENS ROAD WEST.

OLD "BEN" PRESIDES. QUIET AND COMFORTABLE HOME FOR MEN OF THE

MERCANTILE MARINE. 1824 The very best LIQUORS and ACCOMMODA-TION.

They come as Strangers but leave as Friends. BEN. FRANKLIN TAYLOR, Proprietor.

Hongkong, 28th March, 1893. HAUENSTEIN'S HOTEL.

AMOY. THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors. An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of

R. HELLWIG,

Amoy, 1st September, 1802.

he very best quality.

Terms Moderate. -

THE SHAMEEN HOTEL,

BRITISH CONCESSION, CANTON. THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive

Visitors: The Bed-rooms are cool, siry and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East. The Table D'Hôte is supplied with every

luxury in season, and the cuisine is in experienced hands. Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM. JOHN C. FOSTER, Manager. Hongkong, 1st September, 1892.

TAKARADZUKA

ONE HOUR AND A HALF FROM KORE, via Nibhinomiya. [170 BXCELLENT CUISINE AND CELLAR, LOVELY SCENERY AND COOL NIGHTS.

THE IRON MINERAL BATHS and WATERS are highly recommended by the Medical Faculty for Gout, Rheumatism, Chlorosis, Eczema and other affections. For terms and particulars, apply to

Miss A. HUGHES, Manageress.

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRA-DORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAIKI COAL ex GODOWN and ex SHIP. MR. J. W. BOYD, Superintendent at
Kowloon Docks, reports that AKAIKI

Kowloon Docks, reposts that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever

For full particulars as to price, &c.,

KING WO CHEONG. No. 32, Praya Central. Hongkong, 3rd February, 1899.

The Share Market.

LATEST QUOTATIONS. Hongkong and Shanghai Bank .-- 100 per cent, prem., sellers. The National Bank of China, Ld.-on £8.10. paid up,--so per cent. sellers. The National Bank of China, Ld.-Founders shares, \$130 per share, sellers.

The Bank of China, Japan & the Straits, Ld. to cents, dis., sellers. The Bank of China, Japan & the Straits, Ld .--Founders' shares, £20, sellers. Chinese Imperial Loan of 1884 B-21 per cent.

premium, sellers. Chinese Imperial Loan of 1884 C-2 per cent. premium, buyers. Chinese Imperial Loan of 1886 E-14 per cent. Union Insurance Society of Canton-\$83 per

share, sellers. China Traders' Insurance Company-\$52 per share, sellers. North China Insurance—Tis. 110 per share,

Canton Insurance Company, Limited-\$112 per share, sales and sellers. Yangtere Insurance Association-\$100, sellers. On Tal Insurance Company, Limited-Tla. 150 per share. Hongkong Fire Insurance Company-\$220 per share, sellers.

China Fire Insurance Company-\$83 per share, Hongkong, Canton, and Macao Steamboat Co.-\$27 per share, sellers. China and Manila Steam Ship Company-\$25 per share, buyers

Indo-China Steam Navigation Company, Limited -40 per cent. discount, sellers. Douglas Steamship Company-\$35 per share, sales and cellers. The Steam Launch Co., Limited-\$20 per share,

Hongkong and Whampon Dock Company-70 per cent. premium, buyers. Geo. Fenwick & Co., Limited-\$15 per share, sales and buyers. Hongkong Hotel Company-\$15 per share, sales and buyers.

Hongkong Hotel Co.'s Six per-cent. Debentures The Austin Arms Hotel and Building Company, Limited-\$4 per share, sellers.

The Shameen Hotel Co., Limited-\$41 per share, sellers. Punjom Mining Co.-\$41 per share, sales and The Raub Gold Mining Co., Limited-\$41 per share, sales and sellers.

The Bulmoral Gold Mining Co., Limited-40 cents, per share, sellers. Société Française des Charbonnages du Tonkin -\$85 per share, sellers. The Jelebu Mining and Trading Co., Limited-\$5.45 per share, sales and sellers.

London and Pacific Petroleum Co., Ld.-mir. nominal. China Sugar Refining Company, Limited-\$155 per share, old shares, sales and sellers. Luron Sugar Refining Company, Limited-\$35,

A. S. Watson & Co., Limited-\$11 per share, sales and buyers. Dakin, Cruickshank & Co., Limited-\$2 per share, sellers. Hongkong Dairy Farm Co., Limited-\$41 per

share, buyers. The Kowloon Land Investment Co., Limited-361 per share, sales and buyers. The Hongkong Land Investment Co., Limited-\$50'per share, ex. div., sales and sellers. The West Point Buildings Co., Limited-\$23

per share, sellers. H. G. Brown & Co., Limited-\$8 per share, sellers. Hongkong and Kowloon Wharf and Godown Company-\$40 per share, nominal. Hongkong Rope Manufacturing Company Limited-\$85 per share, sellers.

Hongkong Gas Company-\$105 per share, Hongkong Ice Company-\$68 per share, sellers. Hongkong and China Bakery Company, Limited -\$65 per share, sellers. The Hongkong Brick and Cement Co., Limited

\$31 per share, sellers. The Green Island Cement Co. - 50 cents, buyers. The Hongkong Electric Light Co., Limited-\$3 per share, sales and buyers. The Hongkong Steam Laundry Co., Limited-

\$25 per share, nominal. The Hongkong High-Level Tramway Co., Limited-\$671 per share, sales.

Bank Bills, at 4 months' sight ... 2/61 Credits at 4 months' sight.....2/64 Documentary Bills, at 4 months' sight2/67 On Paris-Bank Bills, on demand3.14 Credits, at 4 months' sight3.23

T. T.193

On Demand1981

On India:--

On Shanghai—

Private, 30 days' aight73 VISITORS AT THE HONGKONG HOTEL.

Mr. T. Mitchell. Mr. H. S. Cooke. Mr. F. Monks, Mr. E. H. Derrick. Mr. F. E. Shean. Rev. A. Etty. Mr. Jules Siegirled fils. Mrs. Halsy. Ms. H. E. Hobson. Mr. L. Splizel. Captain Stabb. Mr. & Mrs. A. O'Keefe. Mr. C. Zanella. Mr. N. Lazarus. W

VISITORS AND RESIDENTS

THE PEAR HOTEL, Mr. W. H. R. Loxley. Mr. Adamson. Mr. MacLean. Mr. H. W. Bird. Mr. & Mrs. E. J. Main Mr. C. E. Birt. and family. Mr. E. A. Measor. Captain Biotherton. Mr. A. Cumming. Mr. Medhurst Mr. F. Deacon. Mr. and Mrs. R. Dixon Mr. Mohta. Mr. Mounsey. and family. Mr. Raison. Mr. F. East. Mr. W. Ramsay. Mr. W. E. van Eps. Mr. H. W. Robertson. Mr. S. Forsyth. Mr. A. E. Skools Mr. Greene. 🕟 Mr. Sparrow. TATA Mr. E. J. Grist, Mr. E. Tomlin. Mr. E. J. Hagen,

Mr. V. Kofod. MAILS EXPECTED.

Mr. Thos. Howard,

Mr. Geo. L. Tamlin.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer Yarra, with the outward French mail, left Singapore on the 19th instant, and may be expected here on the 26th.

THE INDIAN MAIL The steamer Catherine Appar, from Calcutta, left Singapore on the 18th instant, and may be expected here on the 23rd.

THE AMERICAN MAILS. The P. M. S. S. Co.'s steamer China, with mails, &c., from San Francisco and Honolulu, left Yokohama outhe 22nd instant, and may be expected here on the 27th.

The O. & O. S. S. Co.'s cteamer Belgic, with mails, &c., left San Francisco for this port, via Yokohama, on the 13th instant.

NORTHERN PACIFIC MAIL The Northern Pacific Steamship Co.'s steamer Mogul, from Victoria, B.C., left Yokohama on the 22nd lostant, and is expected here on the

THE CANADIAN MAIL. The Canadian Pacific Railway Co.'s steamer Empress of China left Vancouver for Japan, Shanghai and Hongkong on the 17th instant, and may be expected here about the oth proximo.

STEAMERS EXPECTED.

The Messagetles Maritimes Co.'s steamer Caledonien left Shanghal to-day at 6 p.m., and may be expected here on the 24th instant. The 'Glen' line steamer Glenears, from Lordon, left Singapore on the 18th instant, and is expected here on the 24th. The Ocean Steamship Co.'s steamer Telamen

left Singapore on the afternoon of the 18th inst., and is expected here on the 24th. The P. & O. S. N. Co.'s steamer Nisans, from Bombay, left Singapore on the 19th instant, and may be expected here on the asth.

The D. D. R. steamer Irene, from Hamburg, left Singarore on the 20th instant, and is expected here on the 26th. The Navigazione Generale Italiana steamer Bisagno left Bombay on the '12th instant, and

The P. & O. S. N. Co.'s steamer Formera

Shipping

left London for this port on the 14th instant.

may expected here on the 30th.

BENLOMOND, British steamer, 1,757, A. W. S. Thompson, 22nd July,-Amoy 20th July Tes.-Gibb, Livingston & Co.

YUNGPING, Chinese steamer, 567, L. H. Richards, 22nd July,-Canton 22nd July, General.-C. E. & M. Co. CANTON, British steamer, 1,110, T. H. Sellar, 22nd July,-Canton 22nd July, General.-

Jardine, Matheson & Co. TAIWAN, British steamer, 1,109, O. Anderson, 22nd July,-Bangkok 13th July, and Kohsi-chang 16th, Rice .- Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE. Triumph, German steamer, for Hollow, &c. Mathilde, German steamer, for Touron. Canton, British steamer, for Swatow, &c. Namklang, British steamer, for Amoy. Benlomond, British steamer, for Singapore, &c. Tetarios. German steamer, for Singapore. Nestor, British steamer, for Yokohama. Phra Nang, British steamer, for Singapore, &c. Yung-ping, Chinese steamer, for Tientsin.

DEPARTURES. July 21, Esmeralda, British str., for Manila. July 22, Tellus, Norwegian str., for Kutchinotsu. July 22, Alwins, German str., for Holhow, &cc. July 22. Foklen, British cteamer, for Swatow, &c. July 22, Verona, British str., for Nagasaki, &c. July 22, Nanchang, British str., for Swatow. July 22, Singan, British str., for Shanghal. July 22. Phra Nang, British str., for Singapore

and Bangkok July 22, Nestor, British str., for Yokohama. July 22, Namklang, British str., for Amoy.

PARSENGERS—ARRIVED. Per Taiwan, from Bangkok, &c.-6 Chinese, DEPARTED.

Per Verona, for Nagasaki,-Mrs. Kaia. For Yokohama.-Messra, Brewis and Demont. Per Esmeralda, for Manila,-Messrs. R. W. Brown, B. Ullmann, and A. M. Carnelio.

REPORTS. The British steamship Beniomond reports that she left Amoy on the 22nd instant. Had strong south-west winds and equally weather with heavy rains.

Post Office.

A MAIL WILL CLOSK-For Canton .- Per Powan to-morrow, the 23rd Instant, at o'A.M. For Kobe.-Per Benlawers on Monday, the 24th instant, at 11.30 A.M. For Halphong.—Per Hanol on Monday, the 24th instant, at 11.30 A.M.

For Singapore and London,-Per Malacca on Monday, the 24th instant, at 11.30 A.M. For Singapore and New York,-Per Benlomond on Monday, the 24th Instant, at 11.30 A.M. For Swatow, Amoy & Foochow,-Per Namoa on Monday, the 2 th instant, at 11.30 A.M. For Europe, &c .- Per Braunschweig on Monday, the 24th instant, at 2.30 P.M.

SHIPPING IN HONGRONG

AMIGO, German steamer, 771, T. Bendixen, 16th July, Salgon 12th July, Rice, Wieler Avochie, British steamer, 1,056, T. Rowin, 11th July,-Bangkok 3oth-June, and Kab-sle

chang 4th July, Rice -Melchers & Co. BANTAM, Dutch steamer, 1,457, C. J. van de Bergh, 10th July,-Bangkok 13th July, Rice. -Lauts, Wegener & Co.,

BENGLOE, British steamer, 1,150, J. Sarchet, 14th
July, Salgon 10th July, General, Woo BENLAWERS, British steamer, 1,484, A. Webster, 16th July,-Kobe, and Moji 11th July, Couls and General,-Glbb, Livingston & Co. CAPE COLONNA, British steamer, 1,767, H.

Alston, 21st July,-Hongay 18th July, Coals, -Jardine, Matheson & Co. CHURAN, German steamer, 623, W. Wendt, rath July.-Haiphong 12th July, Rice and General.-A. R. Marty. CITY OF PEKING, American steamer, 3,129, R. R. Searle 17th July,-San Francisco ath 1

June, and Yokohama 11th July, Malls and General. P. M. S. S. Co. CROMARTY, British steamer, 1,864. W. B. Duncan, 16th July,-Samarang 7th July, Sigar,-Jardine, Matheson & Co. CROWN OF ARRAGON, British steamer, 1,486, J.

G. Doward, 17th July,-Zanzibar aust June, Ceneral.—Gilman & Co. EMPRESS OF JAPAN, British steamer, 5,904, F. G. Montaviat, 17th July,—Vancouver 26th June, Yokohama 10th July, Kobe 12th,

Nagazaki 13th, and Shanghai 15th, General. -C. P. Rallway Co. FAME, British steamer, 117, Captain McIssac, -Hongkong Government tender. HANOI, French steamer, 738, M. E. Moutells,

arst July,-Halphong 19th July, General,-Holerain, German steamer, 1,103, J. Bruhn, 20th July,-Salgon 16th July, Rice, Paddy and General.-Wieler & Co. Howokowo, French steamer, 750, C. Bastrom, Sth July,-Halphong 6th July, Rice,-A. R.

HUPRH, British steamer, 1,846, T. Quail, 15th July,-Java 7th July, Sugar,-Butterfield & HONOKONG-STEAMERS.

(Continued) IMPERENDENT. Ge. man steamer, 1,003. Schäfer. 11th July,-Maritimes 15th June, General.

-Wieler & Co. Kutrano, British str., 1,495, G. H. Bowker, aust July,—Calcutta and July, Penang 10th, and Singapore 15th, Oplum and General.— Jardine, Matheson & Co.

MANDARIN, British steamer, 1,170, C. W. Raison, 13th July. New York 11th May, Port Sald oth June, and Singapore oth July, General,—Gibb, Livingston & Co. MATHILDE, German'steamer, 600, P. Moos, 18th July,-Quinhon 13th July, and Touron 16th, General.—Siemasen & Co.

MEMNON, British steamer, 826, B. Branch, 14th July,—Sendakan oth July, Timber, Rattans and General.—Butterfield & Swire. NAMOA, British steamer, 863, J. Harris, 20th

July,-Foochow 16th July, Amoy 17th, and Swatow 19th, General.-D. Lapraik & Co. NANSHAM, British steamer, 805, J. Blackburne, 18th July .- Singapore 12th July, Timber .-Hop Hing Hong.

JANYANO, German steamer, 1,089, F. Schuls, 21st July,—Canton 21st July, General.— Siemssen & Co. PHRA CHOM KLAO, British steamer, 1,011, J.

Fowler, 19th July,-Bangkok 9th July, and Koh-si-chang 13th, Rice and General,-Yuen Fat Hong. PILOT FISH, British steamer, 161, A. Stopanl.

-Hongkong and Whampon Dock Co. PROPORTIS, British steamer, 1,387, W. H. Farrand, 14th March,-Saigon 9th March, Rice and Paddy,-Arnhold, Karberg & Co. TETARTOS, German steamer, 1,579, W. Breitung, 15th July,-Salgon 11th July, Rice.-Siems-

TRIUMPH, German steamer, 674, J. Bruhn, 20th July,-Halphong 18th July, General.-Ed. Schellhass & Co. WUOTAM: German steamer, 1,050, A. Ott, 12th

July,-Karatan 6th July, Coals,-Lauts, Wegener & Co. ZAPIRO, British steamer, 675, A. W. R. Cobban, 18th July,-Manila 15th July, General.

Showan & Co. SAILING VESSELS.

Assyria, British bark, 1,148. H. W. Dunip, 5th July,-Singapore 17th June, Timber.-CIMBRIA, Danish bark, 1,158, H. Pedersen, 9th June - New York 20th December, Kerosene

FUNG SHUY, Hawaiian bark, 980, Mahany, 20th July,-New York 5th April, Oil.-Shewan & Co. HABITANT, British ship, 1,619, W. R. Potter,

14th May,....New York 24th Dec., Oil,.... Melchers & Co. HENRY FAILING, American ship, 1,879, G. Merriman, 15th June,-San Francisco 30th April, Oil -- Master,

CERERG, American ship, 1,135, Treat, 1st June, -New York 4th January, Kerosene Oll,-Jardine, Matheson & Co. JOHANN ADOLPH, German bark, 310, E. Wiese, aoth June,-Albany" (W.A.), 17th May,

Sandalwood.—Siemssen & Co. IMILIE: German bark, 048, H. Schutt, 21st July, -Haiphong oth July, Ballast, -Captain. NICOYA, British Barque, 596, T. Norris, 25th. June,-San Francisco (California), 23rd April, General.-Wieler & Co. PARAMITA, American ship, 1,498, Soule, 21st April San Francisco 17th Feb., Flour .-

SOMAIL... British 4-masted ship, 3,332, Morgan, 17th May,-Singapore 21st March, Ballast -- Order.

WM. LE. LACHEUR, British bark, 573, W. Reynoll, 4th July, Calagua (East Coast of Luxop), 19th June, Timber. - Gibb, Livings-

Auctions,

GOVERNMENT NOTIFICATION,

THE following Particulars and Conditions o Sale of Crown Land, by Public Auction, to be held on the spot, on

MONDAY. the 24th day of July, 1893, at 4 P.M., are

published for general information. By Command, G. T. M. O'BRIEN, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 8th July, 1893.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 24th day of July, 1893, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND at Fuk Tsun Houng, Kowloon in the Colony of Hongkong, for a term of 75

PARTICULARS OF THE LOT. Boundary Measure-Registry Locality. Fuk Kawloosi Inland Tsun Heung. |No. 639.|Kowloon| 18 | 18 | 40 | 40 | 720 | 10 | 144

For Sale.

CHAMPAGNE "PIPER-HEIDSIECK." ANCIENNE-MAISON HEIDSIECK

FONDER EN 1785. KUNKLEMANN & Co., SUCCESSEURS, REIMS. \$31 per I dozen quarts. \$33 per 2 dozen pints, CALDBECK, MACGREGOR & Co., Sole Agents, Hongkong and China.

Hongkong, 3rd July, 1803-THEY LEAD THEM ALL THE CELEBRATED

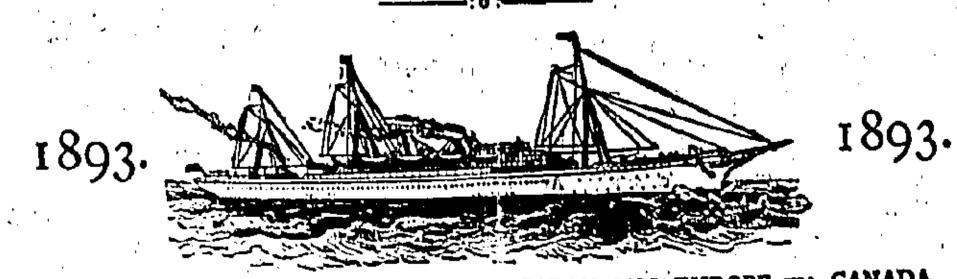
CALIFORNIA WINES. from the well-known Vineyards of Messrs. KOHLER AND VAN BERGER, San Francisco. and Julian P. Smrre (Olivina) Livermore,

Guaranteed to be Pure and Unadulterated. Pure BLACKBERRY BRANDY and fresh Consignments of of Partire Transporting of MINERAL WATER by each Steamer. Prices forwarded on application to MACONDRAY BROTHERS & LOCKARD.

Commission Merchants, 3 14 Mo. 30, Water Street, Yekokama, sath August, 1892.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN6,000 Tons......WEDNESDAY, 26th July. RMPRESS OF CHINA6,000 "WEDNESDAY, 16th August. EMPRESS OF INDIA6,000 "WEDNESDAY, 6th September.

HE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route. Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.

RETURN TICKETS-Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver. SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Scaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unexcelled. The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated

by Steam during the Winter Season. EXCURSIONS TO JAPAN.—During the Summer months, Sea Trips can be made from Hongkong to Kobe and back occupying 13 to 14 days only. Return Fare, \$75. For further information as to Fassage and Freight, apply to

D. E. BROWN. General Agent

OCCIDENTAL & ORIEN-

TAL STEAMSHIP

COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, ANI

EUP.OPE :

THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Kobe, Inland Sea and > Thursday, 17th Aug.

Kobe, Inland Sea, Tuesday, 5th Sept.

Kobe, Inland Sea Tuesday, 26th Sept.

" BELGIC "

will be despatched for SAN FRANCISCO, win

NAGASAKI, KOBE, INLAND SEA and

YOKOHAMA, on THURSDAY, the 17th

August, at I P.M. Connection being made at

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Hopolulu,

and passengers, are allowed to break their

Through Passage Tickets granted to England

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates, and parti-

culars of the various Routes may be obtained

Special rates (First-class only) are granted to.

Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in service of China and Japan, and to

Passengers who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or vice

versa) within one year, will be allowed a dis-

count of to per cent. This allowance does not

opply to through fares for China and Japan

All PARCEL PACEAGES should be marked to

Consular Involces to accompany Cargo des-

NOTICE.

TEYE'S SAN TARY COMPOUNDS

JEYE'S WOOD PRESERVER OF

ANTISEPTIC PAINT.

THE Undersigned have this day be n

of these PERFECT DISINFECTANTS, and

are prepared to supply quantities, to suit

purchasers, at. Wholesale Prices. Extra Special

SIT ROBERT RAYLINGON, C.B., C.E., Chief

W. G. HUMPHREYS & Co.

Bank Buildings,

Sankery Engineer, Local Government Board.

terms for Shipping and large Orders.

Hongkeng, roth June, 1888.

London, says, green that it is a serie of the

"It is the best Disinfectant in use."

appointed SOLE AGENTS for the wale

COMPANY, LIMITED.

J. S. VAN BUREN, Agent.

address in full I and same will be received at

Government officials and their families.

Yokohama with Steamers from Shanghal.

of irney at any point en route.

ution application,

previous to salling.

No. 72, Queen's Road Central.

Hongwood, 20th July, 1893.

Belgic (via Nagasaki,)

Yokohama

Oceanic (vin Nagasaki,)

Yokoharas & Hono-

Gaelle (via Nagasaki,

and Yokohama)

THE Steamship

lulu)J

Hongkong, 5th July, 1893.

U. S. MAIL LINE.

PACIFIC MAIL STEAM-SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKORG. City of Paking (via Nagasaki, Kobe, In- Thursday, 27th July. land Sea, Yokohama

and Honolulu)..... China (via Nagasaki.) Kobe, Inland Sea and Tuesday, 8th August. Yokohama)

*Peru (r*la Nagasaki.) Kobe, Inland Sea Saturday, 26th August. and Yokohama)

THE U.S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, with NAGASAKI, KOBE, INLAND SEA, YOKO-HAMA and HONOLULU, on THURSDAY the 27th July, at I P.M., taking Passengers and Freight for Japan, the United States, and Europe. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolule, and passengers are allowed to break their

journey at any point en vouts. Through Passage Tickets granted to England France, and Germany by all trans-Atlantic line: of Steamers, and to the principal cities of the United States or Canada. Rates may be

obtained on application. First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military. Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to

Government officials and their families. Through Bills of Lading issued for trans portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havans, Trinidad, and Demerara, and to ports. in Mexico, Central and South America, by the

Company's and connecting Steamers. Freight will be received on board until 4 F.M the Company's Office until Five P.M. the day the day previous to sailing. Parcel Packages will be received at the Office until 3 F.M. same day all Parcel Packages should be marked to address in full ; value of same is required.

tined to Points beyond San Francisco, in the Consular Invoices to accompany Cargo des-United States, should be sent to the Company's tined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Scaled Envelopes, addressed to the San Francisco. Collector of Customs at San Francisco. For further information as to Passage and . For further information as to Freight or

No. 72, Queen's Road Central. J. S. VAN BUREN, Agent. Hongkong, 12th July, 1893.

SIEN TING, SURGEON DENTIST. No. 10, D'AGUILAR STRBET. TERMS VERY MODERATE, Consultation free.

Hongkong, 27th September, 1892. DENTISTRY. FIRST CLASS WORKMANSHIP

MODERATE PEES. WONG TAI-FONG Surgeon Dentist. (Formerly articled Apprentice, and latterly assistant to Dr. ROCERS), HAS REMOVED

70

THE BANK BUILDINGS, QUEEN'S ROAD (Opposite Hongkong Hotel), CONSULTATION FREE. []ongloung, 47th July, 189

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES. PROPOSED SAILINGS FROM HONGKONG.

Mogul	Tuesday	August 8th.
Victoria	Tuesday	August 29'h,
Tacoma	Thursday	Sert. 28th.
Mogul	Thursday	October 19th.
Victoria	Thursday	November 9
Tacoma	Tuesday	December 12
Claries	• • • • • • • • • • • • • • • • • • • •	

" MOGUL! Captain Golding, sailing at Noon, on TUESDAY, the 8th August, will proceed to VICTORIA, B.C. and TACOMA, was SHANGHAI, INLAND SEA, KOBE and YOKOHAMA

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific

Railroad Tacoma, Wash. Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to For further information as to Passage or

Freight, apply to DODWELL CARLILL & Co.,

Intimations.

Hongkong, 19th July, 1893.

CAPTAIN CH. ROBINSON, COAL CONTRACTOR. COMPRADORE AND STEVEDORE.

CHIPS_VISITING_MANILA_SUPPLIED WITH PROVISIONS, DUNNAGE, &c. WATER and BALLAST BOATS. Manila, 13th March, 1803.

J. W. KEW & CO.'S STEAM WATER BOATS.

PURE FRESH WATER. THE attention of SHIPOWNERS, AGENTS and CAPTAINS is called to the Superior Quality of TYTAM FILTERED WATER offered by J. W. KEW & Co., also to the advantages derived from their being able to Supply their Water in one-fourth the time occupied by the old fashioned and obsolete hand pumps.

No impeding the loading or discharging of Quickest despatch with lowest possible rates. J. W. KEW & Co. c/o Carmichael & Co., Id.

Hongkong, 13th June, 1893. KNORR'S DR. LION BRAND

ANTIPYRINE. (DOSE FOR ADULTS 15 TO 35 GRAINS TROY.) TS the most approved and most efficacious remedy in cases of HEADACHE, MI-GRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUE'NZA, DENGUE, ERYSIPELAS, HOOPING, COUGH, sod many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S

ANTIPYRINE! Each Tire bears the inventor's signature "Dr. KNORR" in red letters. "DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds, is described as arraning. To be had at every reputed Chemist and

Druggist. Supplies constantly on hand at the China Export, Import, and Bank Co .- Sole Agents for Beware of spurious imitat lons.

Hongkong, 1st April, 1802. BEWARE OF COUNTER! EITS OF

ORIZA PERFUMP IS. LEGRAND, Inventor and . Sole Proprietor of the ORIZA PERFUI MERY of PARIS. begs to bring to the notice of his numerous customers, that some Germa a Traders have introduced and Sold in Chinr a articles which limitate, by their external appear ancoonly, certain productions of the ORIZA PERFUMERY. These imitations are made by a Vienna Manufacturer named TAUSIG, and have no relation whatever with the genuirie ()RIZA ESS of L.

LEGRAND. In order to obtain the genuine acticle, the public are requested to s nake sure that each Article bears, the Signature and Trade Mark. designed below, together s gith the black cars of



EWELLERY, DIA MONDS, WATCH, CHRENOMETER & CLOCKMAKERS Sole Agents for PA'TEK PHILIPPE & Co. Geneva. A great varie ty in Fancy Goods and Optical Instrument L

G. PAL CONER & CO., TATCH and CHRONOM ETER MANU-Freight, apply to the Agency of the Company, Passage, apply to the Agency of the Company, VV FACTUITERS and IE WELLERS.

> CHAIRTS and BOOKS. No. 48, Queen's Road Central. CHS. J., GA UPP & CO., H'AONOM ETER , WATCH, and CLOCK.

> SMU, THS, and OPTICEANS.
> CHART S and BOOKS.
> NAT/TICAL INSTRUMENTS. Sole Agmica for Louis Andemy wi Watchesawarded too highe at Prizes at every Exhibitions

HONGY ONG TIMBER

OREGON PINE SPARS and LUMBER

I frinted and Published by ROBERT FRA SER.

By HTH, No. 6, Pedder's Hill, in the of ty of V Horle Hoy shoot.

-10, QUE ENTI-ROAD CENTRAL

Oppos Ite thie Telegraph Office. Offices, addressed to the Collector of Customs, 774] NAUTICAL INSTRUMENTS

MAREP'S JE WELLERS, SILVER-

and for V oigtilinder and So un's CELEBRAT ED OPERA GLASSES, APINE GLA SERS and SPY TLASSES. No. 8, C Jucen's Road Central. [694

YARI), WANCHAL

L MALLOWY. Hongkong, 24th June, 1881.